The Hong Kong Daily Press.

No. 8962 第八千九百六十二號 光緒十二年八月二十一日 HONGKONG, SATURDAY, SEPTEMBER 18TH, 1886. 禮拜六 香港英九月十八號 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

September 16, GALVESTON, British steamer, 1,301, Wm. Chater, Saigon 10th September, Rice and Paddy.—ARNHOLD, KARBERG & Co.

September 16, MARIE, German steamer, 704, J. Hohlmann, Quinhon, Touron, and Hoihow 16th September, General.—WIELER & Co.

September 17, TIENTSIN, British str., 682, Quail, Whampoa 17th September, General.—BUTTERFIELD & SWIRE.

September 17, SALTEE, French steamer, 323, Lerede, Haiphong 10th September, and Touron 14th, General.—A. R. MARTY.

September 17, ANTENOR, British steamer, 1,376, T. W. Freeman, Liverpool 7th August, and Singapore 11th September, General.—BUTTERFIELD & SWIRE.

September 17, GLENOGLE, British str., 2,000, J. S. Hogg, Shanghai and Swatow 16th Sept., General.—JARDINE, MATHESON & Co.

September 17, BILLY SIMPSON, British bark, 431, Brown, Bangkok 1st September, General.—CAPTAIN.

September 17, ESPOIR, British gunboat, from a cruise.

September 17, PROTOS, German steamer, 1,093, Sorensen, Macao 17th September, General.—SIEMSSEN & Co.

September 17, HEROINE, British corvette, from a cruise.

September 17, STA. FILOMENA, Spanish sch., 448, Y. de Mendiguren, Iloilo 29th August, General.—CHINESE.

September 17, No. 60, German torpedo boat, 45, Schmidt, Elbing 1st July.

September 17, IDUNA, German steamer, 297, N. Emke, Haiphong 14th September, and Hoihow 16th, Ballast.—A. R. MARTY.

September 17, KWANG-LEE, Chinese str., 1,508, Andrew, Whampoa 17th September, General.—C. M. S. N. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
17TH SEPTEMBER.

Peking, British str., for Ningpo.
Thisbe, Austro-Hung. str., for Singapore.
Glamis Castle, British str., for Singapore.
Glenogle, British str., for Singapore.
Tantallon, British str., for Nagasaki.
Drachenfels, German str., for Saigon.
Elsa, German str., for Amoy.
Tientsin, British str., for Swatow.
Massalia, German str., for Yokohama.
Borneo, Dutch str., for Amoy.
Antenor, British str., for Amoy.

DEPARTURES.

September 17, ANTON, German str., for Hoihow.

September 17, ACTIV, Danish steamer, for Haiphong.

September 17, VOLGA, French str., for Yokohama.

September 17, HEROINE, British corvette, for a cruise.

September 17, OCEANIC, British steamer, for Whampoa.

September 17, TANTALLON, British steamer, for Nagasaki.

September 17, BORNEO, Dutch str., for Amoy.

September 17, THISBE, Austro-Hung. str., for Europe.

September 17, GLAMIS CASTLE, British str., for London.

September 17, PEKING, Brit. str., for Shanghai.

September 17, ELSA, German str., for Amoy.

PASSENGERS.

ARRIVED.

Per *Marie*, str., from Quinhon, &c.—168 Chinese.

Per *Iduna*, str., from Haiphong, &c.—1 European and 45 Chinese.

Per *Glenogle*, str., from Swatow.—Mr. Dunman, and 986 Chinese.

Per *Antenor*, str., from Liverpool, &c.—Mr. and Mrs. Walthew and children, Mr. McKachan, and 400 Chinese from Singapore.

Per *Sta. Filomena*, sch., from Iloilo.—Mr. Adolfo Rummer.

DEPARTED.

Per *Volga*, str., for Kobe.—From Hongkong.—Mrs. Blechynden and 3 children, Mr. and Mrs. Tomy, Messrs. Bydder and G. Smyth. For Yokohama.—From Hongkong.—Mr. Wilmson. From Colombo.—Messrs. J. Jukushima and S. Fanouchi. From Marseilles.—Messrs. Makashima, Takaya, and G. Petit.

Per *Activ*, str., for Haiphong.—Mr. F. Gelly.

REPORTS.

The German steamer *Iduna*, from Haiphong 14th September, and Hoihow 16th, reports had fine weather, calm, and N.E. sea.

The British steamer *Galveston*, from Saigon 10th September, reports had light winds and fine weather throughout the passage.

The British steamer *Glenogle*, from Shanghai via Swatow 16th September, reports had moderate N.E. winds and fine, clear weather with E.S.E. swell.

The British steamer *Antenor*, from Liverpool 7th August, and Singapore 11th September reports first part variable winds and fine weather, latter part strong northerly winds and squally.

The French steamer *Saltee*, from Haiphong 10th September, and Touron 14th, reports had fine weather and light wind to Touron; thence to port light N.E. winds and fine weather throughout the passage.

KAI PING COALS.

THE following are present Prices for this Coal, delivered Ex our COAL YARD at Chefoo.

No. 5 Seam Lump.......... Ch. Tls. 4.80.
No. 5 Seam Small.......... Ch. Tls. 3.50.

Forty (40) Tael Cents per ton extra for Boat and Coolie hire if delivered on board vessels in the Harbour.

E. SHUN & Co.,
Agents,
Chinese Engineering & Mining Co.
Chefoo, 15th August, 1886. [1615

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business contributed during the Half-Year ended 30th June, 1886, on or before the 30th September next, on which date the Accounts will be Closed.

By Order of the Board of Directors.

D. GILLIES,
Secretary.
Hongkong, 31st August, 1886. [1681

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .... £2,000,000.
PAID UP .... £ 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives money on Deposit, Buys and Sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—
Fixed for 12 months, 5 per Cent. per Annum.
Fixed for 6 months, 4 per Cent. per Annum.
Fixed for 3 months, 3 per Cent. per Annum.
On Current Deposit Accounts 2 per Cent. per Annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such Claims purchased on advantageous terms.

Agency of the NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT,
Manager, Hongkong Branch.
Hongkong, 31st May, 1886. [7

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .... $7,500,000.
RESERVE FUND .... 4,500,000.
RESERVE FOR EQUALIZATION OF DIVIDENDS .... 200,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000.

COURT OF DIRECTORS:—
Chairman—A. McIVER, Esq.
Deputy Chairman—M. GROTE, Esq.

Hon. J. Bell-Irving.	H. Hoppius, Esq.
C. D. Bottomley, Esq.	E. H. M. Huntington, Esq.
H. L. Dalrymple, Esq.	Hon. A. P. McEwen.
W. H. F. Darby, Esq.	Hon. F. D. Sassoon.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
ACTING CHIEF MANAGER.
Hongkong—JOHN WALTER, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.

On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.

DRAFTS granted on London and the chief commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,
Acting Chief Manager.
Hongkong, 28th August, 1886. [5

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than $1, or more than $250 at one time will not be received. No depositor may deposit more than $2,500 in any one year.

3.—Depositors in the Savings Bank having $100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3½ per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked ON HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book are necessary.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

JOHN WALTER,
Acting Chief Manager.
Hongkong, 8th May, 1885. [6

INTIMATIONS.

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE.

THE TRANSFER BOOKS of this Company will be CLOSED from the 23rd to the 30th instant, both days inclusive.

By Order of the Board of Directors,

SAML. J. GOWER,
Secretary.
Hongkong, 15th September, 1886. [1780

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above named Company will be held at the Registered Office of the Company, Pedder's Street, Victoria, in the Colony of Hongkong, on MONDAY, the 20th day of September, 1886, at NOON, when the subjoined Resolution will be proposed.

Should the Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a SECOND EXTRAORDINARY GENERAL MEETING which will be subsequently convened.

RESOLUTION.

That Article No. 17 in the Articles of Association be altered by eliminating therefrom the figures $100,000 where they appear twice therein and substituting for such figures the figures $150,000.

JARDINE, MATHESON & Co.,
General Managers.
Dated 28th August, 1886. [1663

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Office of the Undersigned, on SATURDAY, the 25th inst., at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1886.

The TRANSFER BOOKS of the Company will be CLOSED from the 16th to the 25th September, both days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 9th September, 1886. [1754

AUCTIONS.

PUBLIC AUCTION.

MR. J. M. ARMSTRONG has received instructions from the MORTGAGEE to Offer for Sale, on

WEDNESDAY,

the 22nd September, at THREE O'CLOCK, on the Premises, in ONE LOT.

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTIES.

1st.—All that Piece or Parcel of GROUND situate at Victoria, Hongkong, containing 800 square feet and Registered in the Land Office as INLAND LOT 301.

The above Piece of Ground is held for the unexpired residue of a term of 999 years at a yearly Crown Rent of $14.

2.—All that Piece or Parcel of GROUND situate at Victoria, Hongkong, containing 800 square feet and Registered in the Land Office as INLAND LOT 302.

The above Piece of Ground is held for the unexpired residue of a term of 75 years at a yearly Crown Rent of $14.

On the above Pieces of Ground are erected the VALUABLE MESSUAGES known as Nos. 53, 55, and 57, Wanchai Road.

For Further Particulars, apply to

SHARP, JOHNSON, & STOKES,
Vendor's Solicitors,
Supreme Court House;
or to
J. M. ARMSTRONG,
Auctioneer,
Queen's Road.
Hongkong, 17th September, 1886. [1796

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held on the Spot, on

MONDAY,

the 27th day of September, 1886, at 5 P.M., are published for general information.

By Command,

FREDERICK STEWART,
Acting Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 11th September, 1886.

Particulars and Conditions of the letting by Public Auction Sale, to be held on MONDAY, the 27th day of September, 1886, at 5 P.M. by Order of HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT of ONE LOT of Crown Land, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
			feet.	feet.	feet.	feet.		$.	$.
1	Rural Building Lot No. 47	Plunketts Gap, The Peak	23	180	125	221	33,500	76	100

[1768

INTIMATIONS.

THE HONGKONG AND KOWLOON WHARF, GODOWN, AND CARGO-BOAT COMPANY.

THIS Company will receive STEAMERS and SAILING VESSELS alongside their WHARVES at KOWLOON, Land, and Store GENERAL CARGOES, in FIRST CLASS GRANITE GODOWNS at 30 Cents per ton weight or measurement, including SEVEN Days Free Storage:—

Wharfage, for Craft under 375 feet...$60.00
" " over 375 feet...$75.00

and also Undertake the Re-shipment, delivery into Craft alongside the Wharves, or at any of the principal receiving places on this side at 8 at 8 Cents per package.

FERRY.

One of the Company's Steam Launches will Run Daily (Sundays included) starting punctually from Pedder's Wharf and the Company's Wharf at Kowloon, and convey Passengers to and fro FREE OF CHARGE.

LEAVES KOWLOON at 6.15 A.M., 7.15, 7.45, 8.15, 9.00, 10.00, 11.00, 12.00, 1.00 P.M., 2.00, 3.00, 4.00, 5.00, 6.00, 7.00, and 11.30.

LEAVES HONGKONG,
6.30 A.M., 7.00, 7.30, 8.00, 8.30, 9.30, 10.30, 11.30, 12.30 P.M., 1.30, 2.30, 3.30, 4.30, 5.30, 6.30, 11.00, 12.00.

For Further Particulars, &c.,

Apply to

W. KERFOOT HUGHES,
Agent,
Pedder's Street.
Hongkong, 6th May, 1886. [952

NOTICE OF FIRM.

NOTICE.

I HAVE THIS DAY established myself as GENERAL BROKER.

E. A. JORGE,
No. 5, Queen's Road.
Hongkong, 17th September, 1886. [1795

NOTICES TO CONSIGNEES.

UNION LINE.

NOTICE TO CONSIGNEES.

FROM ANTWERP, HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"PRINZ ALEXANDER."

Captain Eckert, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their Goods from alongside.

The steamer is berthed at the Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to Shanghai, unless notice to the contrary be given before 5 P.M., TO-DAY, the 16th instant.

All Claims against the steamer must be presented to the undersigned on or before the 26th instant, or they will not be recognized.

RUSSELL & Co.,
Agents.
Hongkong, 16th September, 1886. [1791

STEAMSHIP "ANADYR."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, Antwerp, Havre, and Bordeaux, Ex S. S. "YOROUBA," and "EYRIAND DES VERGUES," in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risks at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-MORROW (THURSDAY), requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after WEDNESDAY, the 22nd instant, at NOON, will be subject to rent and landing charges at one cent per package per diem.

All Claims must be sent in to me on or before the 25th instant (SATURDAY), or they will not be recognized.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 15th September, 1886.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "HECTOR," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 14th inst.

Goods undelivered after the 21st instant will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th September, 1886. [1745

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM SOURABAYA, SAMARANG, BATAVIA, SINGAPORE, AND SAIGON.

THE Steamship

"BORNEO,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into Messrs. Jardine, Matheson & Co.'s Godowns, West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 20th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.
Hongkong, 13th September, 1886. [1773

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "NESTOR," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th inst.

Goods undelivered after the 20th instant, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 13th September, 1886. [1746

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON AND SINGAPORE.

THE Company's Steamship

"NINGCHOW"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed, at their risk, into the Godowns of Mr. W. Kerfoot Hughes, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before NOON, on the 20th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th instant, will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M.

Bills of Lading will be countersigned by

ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 13th September, 1886. [1771

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"MASSALIA,"

Capt. G. Petersen, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the undersigned, whence and/or from the wharves or boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-MORROW, the 13th instant.

Cargo remaining undelivered after the 19th instant, will be subject to rent.

No Claims will be admitted after the Goods have left our Godowns.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SIEMSSEN & Co.,
Agents.
Hongkong, 12th September, 1886. [1766

TO BE LET.

TO BE LET.

Possession on the 1st January, 1887.

THE PREMISES now occupied by Messrs. MELCHERS & Co. on the Praya and Pedder Street. The First and Second Floors will be let in Flats, Single Rooms, or in suits as Offices.

The GROUND FLOOR which has hitherto been occupied by Messrs. BLACKHEAD & Co. as a STORE, will also be let complete, or subdivided to meet the requirements.

All can be taken for a year or on Lease.

For Further Particulars, apply to

W. KERFOOT HUGHES,
Pedder's Street.
Hongkong, 17th September, 1886. [1793

TO LET.

ROOMS IN "COLLEGE CHAMBERS."

Nos. 7 & 9, SEYMOUR TERRACE.

Apply to

DAVID SASSOON, SONS & Co.
Hongkong, 30th July, 1886. [38

TO LET.

NO. 257, CARLTON TERRACE, SPRING GARDENS, lately occupied by Mr. J. JAMESON.

Apply to

G. R. LAMMERT.
Hongkong, 21st August, 1886. [1620

TO LET.

ROOMS in CLUB CHAMBERS.

Apply to

DOUGLAS LAPRAIK & Co.
Hongkong, 1st February, 1882. [39

TO BE LET.

THE FAMILY RESIDENCE known as BURNSIDE, Robinson Road. Garden, Tennis Lawn, and fine view.

No. 135, QUEEN'S ROAD EAST.

LINSTEAD & DAVIS.
Hongkong, 9th August, 1886. [1547

TO BE LET.

FROM the First of October, the remaining Portion of THE NEW PREMISES, BANK BUILDINGS immediately opposite the HONGKONG HOTEL'S Main Entrance.

The Ground Floor has two handsome Plate-Glass Shop Frontages of each 40 feet, and the Rooms of the First and Second Floors are airy, and some of them exceptionally large.

From the 1st of November.
"BREEZY POINT," ROBINSON ROAD.

Also now ready.
GODOWNS at WEST POINT—Large and Small.

Apply to

SHARP & Co.
Hongkong, 13th September, 1886. [1770

TO LET.

NO. 2, DOUGLAS VILLAS, Possession from the 1st July next.

Apply to

DOUGLAS LAPRAIK & Co.
Hongkong, 1st June, 1886. [1106

TO LET.

(With Immediate Possession).

NO. 2, REDNAXELA'S TERRACE.

Apply to

ECA DA SILVA & Co.,
33, Pottinger Street.
Hongkong, 1st September, 1886. [1692

TO LET.

From the 1st September next.

THE COMMODIOUS PREMISES known as the P. & O. OLD OFFICES lately in the occupation of the HONGKONG AND SHANGHAI BANKING CORPORATION.

For Further Particulars, apply to the Undersigned.

E. L. WOODIN,
Acting Superintendent.
Hongkong, 23rd August, 1886. [1631

TO BE LOANED.

$100,000 on MORTGAGE of First Class Property.

Apply to

LINSTEAD & DAVIS.
Hongkong, 2nd September, 1886. [1700

MONEY TO BE LENT ON MORTGAGE.

Sums varying from $1,000 to $20,000 to be advanced on security of Landed Property in this Colony at Current Rates of Interest.

Apply to

W. X.,
Office of this Paper.
Hongkong, 23rd July, 1886. [914

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, none of the Company's Foremen should be at hand, orders for repairs if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 26th August, 1885. [35

THE STANDARD LIFE OFFICE.

ESTABLISHED 1825.

THE 60TH ANNUAL GENERAL MEETING of the STANDARD LIFE ASSURANCE COMPANY, was held at EDINBURGH on TUESDAY, the 11th of May, 1886, and the following Results for the Year ended 15th November, 1885, were reported:—

2403 PROPOSALS WERE ACCEPTED, assuring	£ 1,260,137
CLAIMS PAID during the Year amounted to	£ 545,197
ANNUAL REVENUE amounted to......	£ 897,870
ACCUMULATED FUNDS amounted to	£ 6,592,973
an increase during the year of	£ 126,446
INCREASE OF ASSURANCES during present Quinquennium...... 2,516 POLICIES assuring	£ 521,074

After setting aside a Guarantee Fund of £40,000 from the Profits of the previous five Years, a Bonus was declared—

To Policies on the Colonial Scheme at the rate of 28s. per Cent. per Annum, being an increase of 4s. per Cent. per Annum above the rate declared at last Investigation.

With an Intermediate Bonus at the rate of 20s. per Cent. per Annum for Policies of ten years' standing becoming claims between 15th November, 1886, and 15th November, 1890.

PROPOSAL FORMS and all information, on application to any of the Company's Agents.

THE BORNEO COMPANY, LIMITED, Agents.
Hongkong, 6th July, 1886. [808—1

NEW ADVERTISEMENTS.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW, and Ports on the YANGTSZE.)

THE Company's Steamship

"ANTENOR,"

Captain Freeman, will be despatched as above TO-MORROW, the 19th inst., at DAYLIGHT.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th September, 1886. [1765

FOR MANILA VIA AMOY.

THE Spanish Steamer

"DON JUAN,"

Captain Marquez, will be despatched as above on TUESDAY, the 21st instant, at FIVE P.M.

For Freight or Passage, apply to

BRANDAO & Co.,
Agents.
Hongkong, 18th September, 1886. [1799

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN (VIA SWATOW AND CHEFOO).

THE Company's Steamship

"KWONGSANG,"

Captain Wood, will be despatched as above on or about the 23rd instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 17th September, 1886. [1797

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY, MELBOURNE, AND ADELAIDE, VIA SINGAPORE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR,"

Captain Helms, will be despatched for the above Ports on THURSDAY, the 30th instant, at FOUR P.M.

For Freight or Passage, apply to

RUSSELL & Co.,
Agents.
Hongkong, 17th September, 1886. [1798

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, & TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT & ADRIATIC PORTS).

THE Company's Steamship

"VORWAERTS,"

Captain T. Radonicich, will be despatched as above on SATURDAY, the 2nd October, at NOON.

For Further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.

O. BACHRACH,
Agent.
Hongkong, 17th September, 1886. [388

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN, AND BLACK SEA PORTS, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
LONDON, HAVRE, BORDEAUX, DUNKIRK, AND ANTWERP.

ON THURSDAY, the 30th September, 1886, at NOON, the Company's Steamship "YANGTSE," Commandant Lormier, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 29th instant, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.
Hongkong, 18th September, 1886.

TO CONSIGNEES OF OPTIONAL CARGO EX O. SS. CO.'S S.S. "ANTENOR." FROM LIVERPOOL.

SHIPPING Orders must be obtained from the Undersigned not later than the 23rd inst., for shipment per steamer "PALAMED,"

BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th September, 1886. [1765

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "ANTENOR," are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th inst.

Goods undelivered after the 25th instant, will be subject to Rent.

BUTTERFIELD & SWIRE, Agents.
Hongkong, 17th September, 1886. [1765

JAMASJEE PESTONJEE VAKIL, DECEASED.

NOTICE.—Letters of Administration with Exemplification of Letters of Administration annexed have been granted by the Supreme Court to NOWROJEE PESTONJEE DHALLA, Esquire, and all Persons having CLAIMS against the Estate of the said JAMASJEE PESTONJEE VAKIL, are requested to send in writing particulars of their Claims to me, the Undersigned Solicitor for the Administrator, or to the said NOWROJEE PESTONJEE DHALLA, Esquire, on or before the 11th day of October next.

Dated the 16th day of September, 1886.

HENRY J. HOLMES,
Solicitor for the Administrator,
24, Queen's Road,
1792] Hongkong.

INTIMATIONS.

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour he supply is limited.

The Daily Press.

HONGKONG, SEPTEMBER 18TH, 1886.

AT last a Royal Commission has been appointed to inquire into the causes of the depreciation of silver. This is one of the most important questions that have come to the front during the present century, and the report of the Commission just appointed will be awaited with the keenest interest. The impression has been rapidly gaining ground in England that the long continued depression in trade is due to the appreciation of gold, and the recommendation of Lord IDDESLEIGH's Commission that a special Commission should be appointed to inquire into that branch of the subject shows the importance they attached to it. The *Times* also, after treating the bi-metallic agitation with supercilious contempt, now approaches it in a very different spirit, and without acknowledging itself a convert to bi-metallism, has cleverly paved the way for such an acknowledgment. The *Times* intimates, too—with what authority we know not—that the present Government has an open mind on the subject. "It is," the *Times* says, "expressing no disrespect to the present Government to doubt whether, as a whole, it has any strong leanings one way or the other. Of the Ministers most immediately concerned Lord RANDOLPH CHURCHILL has had sufficient experience of Indian affairs to feel a strong sympathy with any scheme for rehabilitating silver, while the new Secretary for India, Sir RICHARD CROSS, though, to being with, of a mild orthodoxy in financial matters, is not likely long to resist the pressure which will certainly be brought to bear on him in the same direction." It is certain that the Government have shown no disinclination to the discussion of the question, and, given impartial consideration, bi-metallic views must prevail. The fact is that the world's stock of gold is too small for the demands now made upon it, and it will become increasingly more and more so, unless and until silver comes to its aid, for as the commerce of the world increases so will the demands upon the currency grow, and if the chief commercial nations of the world rely solely on a metal already in too small supply for the purpose it is not difficult to see that a financial cataclysm must come sooner or later. Various suggestions have been made for economising the use of gold without accepting silver as currency. It has been said, for instance, that "If the Bank of England were permitted to issue £1 notes against a deposit of Government securities in place of bullion, it is well known to all conversant with the subject that these £1 notes would take the place of gold in actual circulation, at least to the extent of 14 millions, and release the gold to that amount at present lying idle in the coffers of the Bank of England." To this Mr. GRENFELL replies:—"To issue £1 notes on the security of stock would release so many sovereigns now undergoing wear and tear all over the kingdom. It would render it more easy for those countries desirous of going to a gold standard to effect their object. But it is difficult to conceive how it would benefit this country in the present time. In time of struggle and difficulty or general war it would diminish our unseen stock of generally acknowledged material strength. As a bi-metallist, I naturally regard such a proposition as one which would be exchanging a good metallic circulation for a moderately good paper one, and I prefer watering our general circulation with good silver at a fixed rate to watering it with bad paper at an equally fixed rate. I hold to the argument that if it be impossible to fix the ratio between gold and silver, *a fortiori* must it be so to fix it between gold and Government promises to pay. Gold and silver have for 70 years kept at the legal ratio. I am not aware that Consols have kept at par or thereabouts for 70 years." It is evident also that there must be a limit to the possibility of economy in the use of gold, and when that point was reached the difficulty with which the commercial world is now contending would again make itself felt, whereas by adopting silver as full legal tender the annual supply of the precious metals available for currency would be permanently augmented, so that it would be better able to keep pace with the increasing demands made upon it without any such violent disturbance of values as we have lately experienced, than would any scheme for merely economising gold. The bi-metallists will, we think, have little difficulty in making out their case to the satisfaction of the Commission, and legislation will, it is reasonable to suppose, speedily follow. The *Times* says:—"It may be that, as a matter of theory, bi-metallists have added and can add nothing to their case. The old insuperable objection, that in the face of any great alteration in the intrinsic values of silver and gold, such as laws and Governments are powerless to prevent, no artifice can prevent the metal of increasing value from going out of circulation, will seem as valid as ever it did to unbiased critics." The objection here spoken of as insuperable is not so; it is, in fact, a purely imaginary one. As Mr. GRENFELL points out, the ratio between gold and silver was maintained for seventy years. The alteration in their relative value arose, not from causes such as laws and Governments are powerless to prevent, but was directly due to the action of Governments in discarding silver as full legal tender. How the ratio would be maintained is clearly explained by Professor NICHOLSON as follows:—"Let us suppose that all the nations of the world adopt bi-metallism at the ratio of 15½: 1, which for the first seventy years of this century was about the average market rate. The assumption made as to the universality of the system at once gets rid of some of the most important causes affecting the market rate. It will be no longer possible for one nation at the same time to increase suddenly the supply of one metal and the demand for the other for the purpose of changing its coinage. But in reality the assumption involves much more than this. Suppose that owing to any cause whatever—an unreasonable panic, for example—the market rate becomes 20: 1. Then there will be a tendency for the dearer metal—gold—to be withdrawn from circulation, and for the cheaper metal to be coined to gain the superior value of coin; in other words, everyone will become a seller of gold and a buyer of silver; the gold coins will be melted, and the silver bullion coined. Obviously, however, the increase of the supply of gold and the diminution in the supply of silver in the bullion market will tend to raise the value of silver and lower the value of gold, and eventually the old ratio will be restored. This process is what is termed the compensatory action of the double standard. For the sake of illustration an extreme case was taken, such as is extremely unlikely to occur in practice, since the compensatory action would come into play as soon as the market rate differed in the smallest degree from the legal ratio. When we take into consideration the enormous stock of gold and silver which the world possesses, and the fact that both are mainly used for coinage, it will be seen that only in case of most improbable events could the compensatory action fail." This doctrine of the compensatory action of the double standard has been before the world in a formulated shape for some time, but the *Times*, in its article, wholly ignores it, and speaks of the "old insuperable objection" of varying values, whereas both experience and theory demonstrate the possibility of fixing a ratio which shall be practically for all intents and purposes absolutely stable.

THE *Times* account of the Hongkong Court in the Colonial and Indian Exhibition is undoubtedly the best that has yet been published in the English papers and with one notable exception, and a few errors in names, the description of the exhibits is full and fairly accurate. That exception, however, is very unfortunate, as it is a tissue of blunders and misstatements. We refer to the account of Dr. HO KAI's exhibit of a Chinese medicine shop. It is as follows:—

> Probably, however, the most generally attractive model is that of a medicine shop in Hongkong. This is a model of the establishment of Dr. Ho Kai, a physician educated in Edinburgh, who enjoys a great reputation in the colony. We see the shop itself full of customers; in the consulting-room behind is the doctor himself feeling the pulse of a patient. The back wall being removed, we can see the whole internal economy of the house from basement to opium-smoking room at the top of the house. Dr. Ho Kai is a wonderful man; he is not only a regularly qualified physician, but a barrister who has passed the English Bar, and who in actual practice combines both law and medicine. On shelves and in cases behind this model will be seen a collection of Chinese medicines, also contributed by Dr. Ho Kai, including such heroic remedies as centipedes, scorpions, lions' liver, and tigers' teeth.

We have no wish to indulge in mere carping criticism, and so far as our readers in Hongkong are concerned we might allow the above to pass without notice, as it would only raise a harmless laugh, not at Dr. HO KAI, but at the ludicrous mistakes into which the writer in the *Times* has fallen. For the enlightenment of that gentleman and of those of our readers who know little about Dr. HO KAI, it is due to him that some correction should be made. First of all, Dr. HO KAI received his medical training and degrees in London and Aberdeen, not in Edinburgh. Secondly, he does not practice as a physician in Hongkong, and if he did he certainly would not keep a Chinese medicine shop like the model, seeing that he has a wholesome horror of Chinese nostrums. The figure of the doctor in the consulting room, therefore, it is needless to say, was never intended for Mr. HO KAI, who practises as a barrister in the courts of Hongkong and dresses as an English gentleman. Finally, the collection of Chinese drugs and medicines exhibited in connection with the model does not include either lions' liver or tigers' teeth. Tigers' bones are used as medicine, we believe, by the Chinese, together with many nameless horrors, but none were included in the collection sent by Dr. HO KAI. It is to be hoped that, as many of the doctor's fellow students and friends in England will have perused the statement in the *Times*, that journal will publish a correction of the same.

The Agent informs us that the Austro-Hungarian Lloyd's steamer *Vorwaerts*, from Trieste, left Singapore for this port on Thursday afternoon, the 16th instant.

The Superintendent of the Eastern Extension, Australasia, and China Telegraph Company notifies that communication is restored with India and Europe by the Company's lines.

By kind permission of Captain Colville, Divine Service will be held on board the British ship *Galatea* to-morrow morning at eleven o'clock by the Rev. A. G. Goldsmith, Seamen's Chaplain. The Bethel flag will be hoisted.

To-day, the 18th September, is the Papeti, or Parsee New Year's Day, the first of the year 1256 of King Yezdizird of the Sassanian dynasty of Iran. We heartily wish our Parsee friends a happy and prosperous new year.

The following telegram was received last night by the Spanish Consul from the Manila Observatory:—"It appears that the typhoon announced yesterday is now to N. ¼ N.W. of Luzon, with direction towards N."

We note in the imports of Tea into the United Kingdom given in Messrs. Ewart, Maccaughey & Co.'s circular, dated the 12th ult., that African Tea figures for the first time, 3,000 lbs. having been imported so far in the present year.

The British gunboat *Espoir*, Lieut.-Commander Adams, returned to her moorings yesterday, having left on Thursday for a cruise, and the British corvette *Heroine* left the harbour yesterday morning for a cruise and returned in the afternoon.

We regret to hear of the death of the Rev. J. C. Edge, of the London Missionary Society, which took place yesterday. The rev. gentleman was attacked by malarial fever while prostrated by another complaint from which he had just commenced to recover. Mr. Edge came out in 1874, to join the mission here.

The Singapore *Free Press* of the 11th inst. says:—Intelligence has been received that H.M.S. *Merlin*, in which Mr. A. P. Talbot went on a visit to the Cocos Islands, has put into Bencoolen, short of coal. This is considerably out of her course, and she may, perhaps, have to cruise along the coast of Sumatra to get firewood from place to place to reach Batavia, before she returns to Singapore.

Mr. J. Mathieson, Inspector of Police, has been awarded a gold medal for good services rendered in connection with the prosecutions lately instituted against the members of the Triad Society and the Chinese constables who were charged and convicted of misconduct as members of the Police Force. We hear also that the Chinese interpreter Tai Yau-yuk has also been awarded a medal—a silver one—for services rendered in the same connection.

A Chinese philanthropist at Penang has taken up the cause of ill-treated animals. The *Gazette* says:—"We hear that a well-known philanthropic Chinese gentleman is about to agitate for the organisation of a Society for the Prevention of Cruelty to Animals. This friend of the brute creation has signified an intention of subscribing $2,000 towards the fund, and we have no doubt the scheme will meet with hearty support."

The Government Astronomer, under yesterday's date, says:—"The barometer is stationary in the south and has fallen in the north. The typhoon west of Bolinao appears to be small and to be moving north-westward but does not threaten the Colony, as already stated in last night's telegram. It is possible that there is another typhoon approaching southern Japan. The temperature is high, the humidity has increased, and the weather is cloudy."

A correspondent of the *Indian Daily News* says that the Russian Government is trying hard to induce the Punjabi Sikhs to enlist in the Russian service; that they are offering handsome pay to these men, and are no doubt coupling with it all the well-known inducements of the recruiting sergeant. He says also that he himself heard one of the Sikh infantry speak to that effect. He suggests that private enquiry should be made by European and Hindu detectives.

By kind permission of Colonel Anderson and the Officers of the 2nd Battalion Northamptonshire Regiment, their regimental band will play in the Botanic Gardens, to-morrow evening, from 9 till 10 o'clock, the following programme:—

March	"Amor Patriæ"	Newton.
Aria	"Some day"	Wellings.
Valse	"Summer Night"	Stone.
Selection	"Lucia di Lammermoor,"	Donizetti.
Aria	"Golden Love"	Wellings.
Hymn	"Pleasant are thy Courts"	

The San Francisco correspondent of the *Japan Mail*, writing under date of the 11th ult., referring to the new Extradition Treaty between the United States and Japan, says:—"The publication of this Treaty has elicited from a few well informed newspapers the expression of a wish that our treaty of 1858 might be so revised as to do justice to Japan—to concede to her the right of making her own tariffs, and to abolish extra-territorial jurisdiction. But the interest taken in the question is languid. Ex-Governor Low, who has gone to Asia, is credited in certain circles with being charged with a diplomatic errand to Japan, but there seems no adequate basis for the story."

Mr. George Müller preached yesterday evening, at 5 p.m., in Union Church. Taking for his text a verse or two from Scripture, he stated in the simplest language his personal experiences of a life of faith and consecration, showed the way to attain to the same happy results which he achieved, and urged his hearers to enter upon this life without delay. He evidently kept his audience spellbound as long as he spoke, not by any flights of oratorical eloquence nor even by any appeal to feelings or emotions, but simply and solely by the charm of his own individuality and by the thoroughness of his own personal convictions, practically tested and proved by a life of over eighty years.

At about seven o'clock yesterday evening a fire broke out in the Western District, in a room above a Chinese pottery shop in Salt Fish-lane. This is a thoroughfare between Queen's-road and the Praya, running parallel with them, in the vicinity of the P. and O. wharf. The Government and Volunteer Fire Brigades were soon on the spot, and they succeeded, by running hoses up a narrow passage from the Praya into Salt Fish-lane near this house, in bringing a good supply of water to bear upon the burning building. In a very short time the flames were got under control, and the damage was chiefly confined to the upper floors of two small houses, those on either side being also slightly affected.

We hear that at the meeting of the St. Andrew's Society on Thursday evening a letter was read from Commander Rumsey, in his capacity of Secretary of a Ball to celebrate the Queen's Jubilee, asking the St. Andrew's Society to join in that celebration. It will probably occur to most people that the mode of celebrating the Queen's Jubilee should be settled by a public meeting. A ball may be the best mode, and Commander Rumsey the best Secretary, but the decision on these points ought to rest with the public and not with private individuals. Some dissatisfaction seems to be felt by the Scottish community at the manner in which they were addressed, as they naturally say the matter is not one for the St. Andrew's Society as such at all, but for the British community collectively, of which they form a part.

The eminent Russian artist, M. Vereschagin, has lately come before the public in the new capacity of littérateur. He has contributed in French to the *Nouvelle Revue* and in German to the *Kölnische Zeitung*, his subjects in the latter case being reminiscences from journeys and battle-fields. In the course of a string of anecdotes he relates the following incident which occurred while the artist was travelling in Central Asia:—After a tour of some forty miles along the Chinese frontier I came to a detachment of Cossacks. The district was overrun with hares, and after some sport I sat down for a night's rest under the open sky. Tired as I was, I was prevented from going to sleep by the terrific barking of the dogs. "Can't you get these brutes to be quiet?" I called out to the Cossack on watch. "That is impossible," he answered; "no human being can prevent them from barking, because they are after the beast." "What kind of a beast?" "A tiger." "But are there tigers in this district?" "Certainly, and a great number of them; they come from the mountains every night, and they do not come singly." "And do they come close to this place?" "Yes, right up to the barracks? They come out just at the place where you are lying, and begin to sniff the air for food." "In that case it is rather daring for me to lie down here, and have, perhaps, my nose bitten off." "Oh, bless you, no; why should it be daring? Do not disturb yourself in the least. If they come closer the dogs will see them, and let us know that the beasts are here." And, trusting to the dogs, I fell asleep, and did not awake till the next morning.

A torpedo boat calling herself *No. 60*, and carrying the German flag, arrived here yesterday from Elbing, Germany. She has been built for the Chinese Government, and is on her way to her new owners. The following particulars of her from the *Ceylon Observer* which we have already given, are now reproduced for reference:—"She is built by F. Schichan, Elbing, Germany, and is now being taken out to Foochow to be delivered to the Chinese Government, on whose account she has been built. There will be more sent out the same way if this one does the trip successfully. She is 45 tons burden only, is 44 metres long, 5 metres broad, draws 3½ feet at the bow and 7½ astern with a kind of casing to the screw. She has two rudders, one at the bow and one astern and can be steered by steam. There are two tubes along the bow to shoot torpedoes. Her contract speed was 24 knots an hour; she did however 24.6 knots at the trial trip, and therefore, as far as our knowledge goes, is *the fastest ship afloat*. Engines have 1,500 indicated horse-power. Consumption of coals per day, 8 tons at 24 knots, 3 tons at 10 knots."

MISTAKEN REPORT OF THE SAFETY OF THE CREW OF THE STEAMER "FERNTOWER."

We yesterday received from Saigon a copy of *Le Saigonnais* of the 9th instant, and a perusal of its contents led to the impression that the recent loss of the British steamer *Ferntower* in a typhoon, while on the voyage hither from Saigon, had happily not been attended with the terrible loss of life hitherto supposed to have attended her foundering. The above journal has a brief report of the loss of that vessel. In the next paragraph it is stated, however, that the French man-of-war *Brandon* had arrived at Saigon with fourteen persons belonging to the crew of the ill-fated vessel, and that the captain and European members of the crew would be at Quinhon. Under the same heading it is reported that the Netherlands India steamer *Celebes* suffered heavily in the same typhoon, and that the British steamer *Galveston*, at one time supposed to have been lost, had put in an appearance little or nothing damaged. The *Saigonnais* was brought up by the *Galveston*, and on reading the above we sent off to inquire with reference to the alleged survivors of the *Ferntower*. The result has been that we have had reluctantly to come to the conclusion that the writer of that item of news in the *Saigonnais* was labouring under an error, and that the two men picked up from a piece of wreckage by the *Vindobala* three nights and four days after the *Ferntower* went down, are still the only survivors of that melancholy catastrophe. The information obtained on board the *Galveston* is to the effect that the fourteen men brought up by the gunboat *Brandon* are the remainder of the crew of a Siamese barque, and a little reflection leads to the conclusion that they must be the portion of the crew of the Siamese barque *Ban Lee*, from whom the captain, mate, and two or three other hands parted company after leaving Wha Trang in separate native boats. It will be remembered that the barque was lost off the coast of Annam, and the captain and crew, after a cruise in the ship's boats, met with some French gunboats and some troops, who sent them off to Quinhon in native boats. The captain, mate, and their companions arrived there without the rest of the shipwrecked crew, and reached Hongkong on Sunday, the 12th inst. These fourteen men are doubtless the men the Captain parted company from, who have been picked up by the French gunboat; and they must have reported that their captain and his mate had gone to Quinhon. With these facts, and the almost certainty left by the story of the two survivors of the *Ferntower*, as to the loss of all other members of the crew, there is but too little reason to doubt that the *Galveston's* account of these fourteen men is the correct one. We have probably heard all that will ever be known of the loss of the *Ferntower*.

The *Galveston* was but little affected by the typhoon, as the captain saw the signs of its contiguity, and putting his vessel about, he ran away from it for three hours, thus getting nothing more than the mere fringe of it. The *Celebes* got the full force of it, being near the *Ferntower* at the time. Her boats got broken from their lashings, and smashed in the deckhouse, inside which complete havoc was worked. Professor and Madame Anderson were passengers by this vessel, and they lost all their clothing. Those on board the *Celebes* took the *Ferntower* to be the *Galveston*, and they reported that she must have gone down in the typhoon, so that the safe arrival of the latter vessel in Saigon, considerably overdue, owing to her retrograde movement and a very foul bottom, was a pleasant surprise.

The damage to the *Celebes* is said to amount to $4,000 or $5,000.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday afternoon. There were present:—

His EXCELLENCY THE ACTING GOVERNOR, Hon. W. H. MARSH, C.M.G.,
Hon. SIR GEORGE PHILLIPPO, Chief Justice.
Hon. F. STEWART, Acting Colonial Secretary.
Hon. E. J. ACKROYD, Acting Attorney-General.
Hon. A. LISTER, Colonial Treasurer.
Hon. J. M. PRICE, Surveyor-General.
Hon. H. G. THOMSETT, Harbour Master.
Hon. P. RYRIE.
Hon. F. D. SASSOON.
Hon. WONG SHING.
Hon. A. P. MACEWEN.
Hon. J. BELL-IRVING.

MINUTES.

The minutes of the last meeting were read and confirmed.

PAPERS.

The following papers were laid upon the table by the ACTING COLONIAL SECRETARY—A minute by H. E. the Acting Governor on the Estimates for 1887, the Colonial Estimates for 1887, together with a report thereon by the Acting Colonial Secretary and the Auditor-General, also the Supplementary Estimates for 1885.

The ACTING COLONIAL SECRETARY moved that the Estimates and the Supplementary Estimates for 1885 be referred to the Finance Committee.

The COLONIAL TREASURER seconded.

Carried.

HIS EXCELLENCY—As I mentioned at the last meeting, if any hon. member likes to move now that these matters be not referred to the Finance Committee, but be discussed in open Council, I shall be very happy to put his proposition.

The ACTING COLONIAL SECRETARY next laid upon the table a minute by H. E. the Acting Governor recommending the payment to Mrs. Sampson, widow of the late Head Boarding Master of the Harbour Department, of a compassionate allowance of $435, which was the equivalent of three months' pay and allowances of the deceased officer. Her late husband had been in the service of the colony nearly eighteen years, and had always given the greatest satisfaction by the manner in which he discharged his duties.

On the motion of the ACTING COLONIAL SECRETARY, seconded by the COLONIAL TREASURER, the matter was referred to the Finance Committee.

The ACTING COLONIAL SECRETARY laid on the table another minute by H. E. the Acting Governor recommending the Council to vote the sum of $510 for the erection of a band platform and lamps at the Botanical Gardens. The minute set forth that through the kindness of the colonel and officers commanding the regiment quartered here the public was favoured, weather permitting, with the performance of their band at least one night per week, and the band evenings appeared to be exceedingly popular. Until lately there had been no lights provided in the Gardens, when some Chinese lanterns were placed there. It was now proposed to erect seven gas lamps in that part of the garden where the band played; these would only be lighted when required, on occasions of this kind, when it was estimated that they would cost about 60 cents per night. It was also proposed to erect a platform sufficient to accommodate 50 bandsmen.

This minute also was referred to the Finance Committee.

The ACTING COLONIAL SECRETARY laid upon the table a despatch from the Secretary of State referring to the German mail steamers, and another despatch from the Secretary of State with reference to the recent water famine.

HIS EXCELLENCY—With regard to the German mail steamers, I think this despatch meets the objections raised by my hon. friend the senior unofficial member to the Ordinance passed at the last meeting.

THE CARGO BOAT COMMISSION.

HON. A. P. MACEWEN—Sir, I beg to ask "What conclusions have been arrived at by the Commission which was appointed by the Government in November, 1885, to enquire into the Cargo-boat question?"

The ACTING COLONIAL SECRETARY—In reply to the question put by the hon. member I have to reply that the Committee has sent in no report up to the present time. I am in communication with the Chairman of that Committee at the present moment, but I am unable to state how far the thing has gone. The Chairman and proposer of the Committee is present and can probably give you the information you require.

HON. P. RYRIE—In the first place I do not think it was a Committee appointed by the Government; it was appointed by the Council.

The ACTING COLONIAL SECRETARY—Those are the words of the hon. member.

HON. P. RYRIE—It was not appointed by the Government at all; it was appointed by the Council. I have to state that when I first undertook the business I applied to a number of firms in the colony to give me all the information they could. It was the simplest way of proceeding we could adopt—to get all the information we could obtain, and then we could meet and discuss it. I found, however, that there was a very great deal of lukewarmness in the matter, even amongst the people most interested, and after some months, when Mr. O'Malley went away I desisted from moving further, and there the matter rests. I am bound to say, however, that I have received two letters—one from Mr. Melbye, of Messrs. Dunn, Melbye & Co., which was a most exhaustive one, and one from Mr. Sharp. I have also received two more letters, and that is all. There must be ten times as many people concerned in this cargo boat matter; but when they were so lukewarm, though so much concerned, I let it drop.

HON. A. P. MACEWEN—Am I to understand, sir, that no further steps are to be taken with reference to this important matter?

HIS EXCELLENCY—You can make a motion upon the subject if you like, if you give notice.

HON. A. P. MACEWEN—My idea is this, that if the Government thinks it a matter of sufficient importance to appoint a commission to inquire into it, it is the duty of the Government to see the thing carried out.

HIS EXCELLENCY—There can be no discussion after a question is answered; but it was hardly a matter for the Government. It was an affair of the Council. I don't think the Government has sufficient information before it to know that the matter is important.

THE SQUATTERS AT LAPSAPWAN.

HON. A. P. MACEWEN—Sir, I have to ask the following questions:—"Is it true that no proper legal steps were taken to evict the squatters at Lapsapwan? Is it true that no arrangements were made for housing the people before pulling down their shanties? Is it true that many of them are now houseless? If such is not the case, to move for papers shewing that the Government did take legal steps, did make previous arrangements, and that none are now houseless."

The ACTING ATTORNEY-GENERAL—In reply to the hon. member's questions I have to answer as follows—All proper steps were taken to evict the squatters at Lapsapwan. No legal steps were taken because none were necessary. Before evicting them the Government offered them other suitable sites, but after accepting them they did not even go to see them, and they refused to remove. If any are houseless it is the fault of the squatters themselves, because they would not obey the repeated notices given them, nor accept the offers made to them of other sites. There can be no doubt the Government did nothing beyond enforcing strict legal rights, and before doing so the Government gave the squatters repeated warnings, and offered them other sites. As soon as some of the squatters had been evicted offers were made by the Government to transfer their building material and pigs to other sites, but those offers have not been accepted. I beg also, by direction of the Officer Administering the Government, to lay on the table certain papers respecting this matter.

HON. A. P. MACEWEN—With reference to the answer given by my hon. friend the learned Attorney-General, I can imagine that this information has doubtless been conveyed to him from a certain source—

HIS EXCELLENCY—My hon. friend is not in order. There can be no discussion after a question has been put and answered. You can give notice of any motion you may desire to bring forward. You will see, if you refer to the rules, that after a question has been put and answered no further debate can be allowed upon it.

HON. A. P. MACEWEN—I am sorry to say the answer is totally incorrect, because I went last night to Lapsapwan and personally interviewed them, and I can tell the Government what I saw there. There are a great many items of information which I should be happy to give.

HIS EXCELLENCY—Then you believe the Chinese you saw there in preference to the officials of the Government.

HON. A. P. MACEWEN—They received no notice at all according to their own account. A few of them were told over twenty days ago, but there are over 1,000 persons in this village, and 300 buildings, and now there are over 82 of these shanties pulled down, and 400 people houseless.

HIS EXCELLENCY—That is absolutely denied.

HON. A. P. MACEWEN—I can only state what I am told.

The SURVEYOR-GENERAL—I rise to order. The hon. member has been already been told that these people have had repeated warnings. I hope my hon. friend will take my word for that statement.

HIS EXCELLENCY—I am perpectly satisfied that the information which has been given is absolutely correct.

The SURVEYOR-GENERAL—If the hon. member discredits my word I am in possession of ample corroborative evidence.

HON. A. P. MACEWEN—I should be happy to have that evidence.

HIS EXCELLENCY—I must call you to order.

HON. A. P. MACEWEN—I went down there myself to be sure that it was correct, and I interviewed these people and saw the damage done.

HIS EXCELLENCY—They have been turned out. That is admitted.

EUROPEAN INTERPRETERS.

HIS EXCELLENCY—My hon. friend has another motion to bring forward now.

HON. A. P. MACEWEN—Sir, at the last meeting of the Council the reading of the minutes of the previous meeting of the Finance Committee came on me somewhat as a surprise, and a pleasurable surprise, and I congratulate you upon the innovation, as I think it is the thin end of the wedge of publicity for the deliberations of the Finance Committee. I have very little doubt, notwithstanding the adverse official vote, that the Secretary of State will sanction that publicity which is so much desired by the community. My attention was directed to an item discussed in Finance Committee, a recommendation for a vote of £50 to Mr. Hiller for superintending the studies of the Hongkong cadets. I mentioned at the time that I thought it would be more satisfactory if these interpreters fulfilled the mission their name implied, namely by interpreting in the various courts of this colony, and if I had been permitted to propose a resolution at the last meeting it would have been in those terms. Since then, however, I have received certain information upon this point which shows that these gentlemen do not arrive in this colony as student interpreters at all. They pass a certain examination at home, after which they get the run of the Colonial Office for about a year, and then they come out as cadets, and after two years study of the Chinese language they pass a certain standard by examination here; it must of necessity be a very mild one, for it is utterly impossible for anyone, I don't care how good a linguist he may be, to acquire anything but a very superficial knowledge either of the language or manners and customs of the people from a two years' residence in China. And they are then considered eligible for what are regarded as the higher appointments in the colony, and they step over the heads of subordinate officials who have been for many years resident in the colony and who are fully able to fulfil the duties which many of these cadets are now called upon to perform. Another weak point is that after they have passed these examinations there is no encouragement given them by the Government, and it is not at all necessary that any of these cadets should follow up their knowledge of the language, because I have known nearly every one of the higher appointments of this colony filled, and efficiently filled, by gentlemen who have no knowledge of Chinese at all. I believe in this colony there is only one European interpreter, namely, Mr. Ball, who every one acknowledges is a very efficient and able interpreter. The rest of the interpretation is entirely in the hands of the Chinese. I think it is a most unsatisfactory thing that in all the Government Departments in this colony, with one exception in the Supreme Court, the interpretation should be entirely in the hands of the Chinese. It is a well known fact that hardly a day passes but a case crops up in the courts of this colony in which the interpretation is proved to be wrong. It frequently happens that the question is incorrectly put and the answer incorrectly given; and that is merely found out by some one being in the Court who happens to have a knowledge of the language. I will take Mr. Mackean as the magistrate; if there happens to be nobody in the Court who understands Chinese, the matter falls entirely into the hands of the Chinese interpreter, which is most undesirable. There is now a class of European young men born in Hongkong who have a full knowledge of Chinese; and I think that if the Government could see its way to establish a European branch of the interpretation department and give some encouragement to these men—they would have of course to pay more money than for the Chinese—I am perfectly certain that if that is done it will establish confidence and give very great satisfaction. And I would take a class of men whose ambition would merely be to rise to be say a chief interpreter at an adequate salary. I think this is a matter that ought to be pressed on the Government, and I trust that some member of this Council will second my motion "That a European Branch of the Interpretation Department be established forthwith."

HON. P. RYRIE—Your Excellency—I have much pleasure in seconding the motion.

HIS EXCELLENCY—I do not quite understand your resolution.

The CHIEF JUSTICE—I am at a loss to know what it means; there is no interpretation department.

HON. A. P. MACEWEN—There are interpreters.

The CHIEF JUSTICE—There is no interpretation department. There are interpreters, but there is no department; they are officers of other departments.

HON. A. P. MACEWEN—I would make the motion, then, that a European interpretation department should be established.

HON. P. RYRIE—As I said, I have much pleasure in seconding the proposition made by my friend opposite. With regard to young men who come out here, I think he is a little mistaken about them. I think those cadets who were first engaged—the first and second batches at least,—I do not know what has been done recently—I think that these young men had a promise held out to them that if they carefully studied Chinese they would be eligible for higher departments. I think that if the men who came out had had any idea of their being stuck down as interpreters they would not have come. But what my friend opposite wishes to establish is a very suitable thing, that of having a local interpretation department, of young men who happen to have been born in the Colony or in the neighbouring Colony of Singapore. If necessary let them have a turn up at Peking to study the mandarin dialect.

The ACTING ATTORNEY-GENERAL—The motion as it at present stands is that Europeans should be employed as interpreters in the various courts and public departments of the colony. I beg to state that whenever we could obtain Europeans we have done so, and the Government has done the only thing it could do to get the best interpreters possible. Up to the present we have had no Europeans in the colony who were in any way able to act as interpreters except Mr. Ball. I think the Acting Colonial Secretary will bear me out in saying that it is very difficult to get Europeans to undertake to learn Chinese sufficiently well to enable them to act as interpreters. I cannot join the hon. mover of this resolution in stating that the interpretation in the Courts is unsatisfactory, and I believe the Chief Jusice will bear me out in saying that. So far as I have been able to ascertain, there has never been any complaint and we have had very good interpreters indeed.

The CHIEF JUSTICE—I have never had a complaint against the interpretation from any one. I have heard them recommended especially by one of the practising barristers who speaks Chinese himself.

The ACTING ATTORNEY-GENERAL—It would perhaps be advisable, if we could get good Europeans, to do so, and if a suitable competent European would present himself, the Government would very quickly avail itself of his services. So far as I know at present, the interpreters at the Police Court have been declared very efficient. In conclusion, I beg to state that there is no reason to believe that the present interpreting staff is not efficient, but that if the hon. member will bring any facts to the notice of the Government to show the necessity for such, the Government will be ready to grant an inquiry.

The CHIEF JUSTICE—No one has objected to the interpretation in the Supreme Court. As things are at present constituted, any one who passes an examination is eligible, and when a man has passed the examination, whether he is Chinese or European, he is appointed, subject to the approval of the Head of the Department. But what I imagine Mr. McEwen would suggest, although he has not suggested it yet, is that some of these young men born in the colony or in the neighbouring colony of Singapore, should be got hold of and encouraged, that is to say that a certain amount of money should be voted by the Council for the purpose of enabling them to complete their studies in Chinese and qualifying themselves for the posts of interpreters for the various departments. If that is the view he wishes the Government to adopt I should be most happy to support him, and should recommend the Government, if they can do so, to find suitable men.

HON. A. P. MACEWEN—That is entirely my view, that some encouragement should be given to Europeans to enter the Government service. You would have to let them know, of course, what scale of pay you could hold out as an inducement. I think it would be perhaps advisable that my hon. and learned friend's suggestion be adopted, that a Committee be appointed to inquire into the subject, because, judging by the remarks of the Acting Attorney-General, otherwise the matter will remain in abeyance and nothing be done.

HIS EXCELLENCY—I am not sure there has been any necessity demonstrated. There have been no complaints.

HON. A. P. MACEWEN—I can assure your Excellency there have been many complaints.

HIS EXCELLENCY—You propose to saddle the Colony with increased expenditure.

HON. A. P. MACEWEN—But the increased expenditure would give so much more satisfaction.

HIS EXCELLENCY—You have heard from the Chief Justice that he has never received any complaints.

HON. A. P. MACEWEN—I am not referring so much to the Supreme Court as the Police Court.

HON. WONG SHING—I think the Central School is the place to train interpreters. They learn Chinese and English there, and that is the best school to train them in. I do not see why the Government should incur further expenditure to establish another department to train up interpreters.

The ACTING COLONIAL SECRETARY—I may add to what the hon. gentleman has just said that my own experience at the Central School was not very encouraging. Everything was done that possibly could be done not only to induce but almost to compel European boys to study Chinese, and I had the greatest difficulty. Many of them spoke the ordinary colloquial fairly well, but when it came to studying the written language, which I considered absolutely necessary, I had the greatest difficulty. No doubt if encouragement were held out in the way of special prizes a great deal more would be done, but until some definite scheme is prepared and attached to the Central School nothing more can be done than has been done.

The COLONIAL TREASURER—I can confirm the remarks of the Acting Colonial Secretary as a member of the Board of Examiners. It has been the constant complaint that gentlemen born here and who speak Chinese—sometimes correct Chinese and sometimes a mere coolie class of Chinese—speak it sometimes very well, but they could not be got to look at a book. They think the Chinese of the streets is everything, and their dislike to book work has amounted in some cases to a final refusal. They would not get up the smallest amount of book work, and I need hardly say an interpreter is very much handicapped if he cannot translate an easy document put into his hand, but has to send for another translator. Well, sir, we have always had that difficulty in the Examination Board. The more fluent a gentleman might happen to be in his colloquial Chinese the more determined he was that he would not under any circumstances get up the book part of his examination if he could help it. In fact, it was that which led to an affair in connection with the Examining Board which has become historical. Pressure was brought to bear to induce a gentleman who spoke colloquial almost perfectly to do book work; he would not do it, and very unpleasant results ensued. Then these young gentlemen who are born here are so afraid of being taken for Chinese or anything connected with Chinese that they have a perfect horror of extending the knowledge of Chinese which they possess. I very much sympathise with the object of the motion my hon. friend has made, but I very much fear it would lead to an establishment of smart half-castes or Chinese in European clothes—not what is wanted at all—and after spending a great deal of money we would find we had not made any advance. As the only member of Council who came out as a student interpreter I may say I do sympathise with the remarks the hon. gentleman made as to the impolicy of leaving an expensive cadet without an interpreter after he has completed his course. To say to a gentleman who has just been promoted to a very small salary—"you can continue your Chinese if you like, but at your own expense"—when you consider the horrible drudgery connected with the study of Chinese, to ask a gentleman to pay out of his own pocket to a teacher $10 or $12 a month into the bargain—I think you will see what a wrong position that is for the Government to take up. For two or three years after a gentleman has passed his examinations, while he has leisure, and if the Government has confidence he really is reading, he should be allowed his teacher at the Government expense.

HIS EXCELLENCY—Does the hon. gentleman wish his motion put to the vote?

HON. A. P. MACEWEN—It would be as well, perhaps; but I would rather that the Chief Justice's amendment should be carried.

The CHIEF JUSTICE—It would be as well, perhaps, to have a committee to consider the matter practically.

HON. A. P. MACEWEN—It has been suggested to me that I should move for a committee at the next meeting, to give time to consider who the committee should be.

HIS EXCELLENCY—You withdraw the present motion?

HON. A. P. MACEWEN—Yes.

THE PROPOSED LIGHTHOUSE ON GAP ROCK.

HIS EXCELLENCY—My hon. friend (Mr. MacEwen) has given notice "to call for correspondence between Capt. McLear of H.M.S. *Flying Fish* and the Government, with the minutes thereon, respecting a Lighthouse on Gap Rock or its vicinity, and to move a resolution on the subject." He has not stated what his resolution is, and it will therefore be impossible to move it to-day, because the practice of the Government is, when notice of a resolution is given, to consider in Executive Council whether it should be accepted or resisted. The hon. gentleman has not stated what the resolution is, but he can give notice to move it at the next meeting.

HON. A. P. MACEWEN—The resolution is a very simple one, merely to put a light on the rock.

HIS EXCELLENCY—That means dollars, and the hon. gentleman is not in order; because if he reads the Royal Instructions he will find this passage:—(His Excellency read the regulation providing that proposals for the expenditure of money must come only from the Government). This regulation exists in the Royal Instructions in all Crown colonies, I believe, and the reason is that the Governor is held personally responsible for all the finances. Now, if it were competent to the Council to decide sums of money should be spent I don't see how the Governor could be held responsible. In colonies having self-government the Ministers are responsible, and it is very different there. I would suggest to my hon. friends that after reading the correspondence which I lay on the table it would be much more practical for the Chamber of Commerce to pass a resolution, which he or the senior unofficial member might lay on the table at the next meeting, and I would forward it to the Secretary of State, because even if we approved of this resolution I cannot carry it out without referring to the Secretary of State and to Her Majesty's Minister in Peking. I have had some correspondence, as you will see by the papers I lay on the table, with Sir Robert Hart, but it was quite unofficial, because I have no authority to correspond with the Chinese Government except through Her Majesty's Minister. A great deal would therefore have to be done before the resolution could be carried out. I would mention one fact. In 1873 Mr. Henderson, engineer to the Imperial Maritime Customs, forwarded an estimate of £10,000 for the construction of a light. The next year Sir Robert Hart forwarded a recommendation through Mr. Whittal, and said he would put up the light for $45,000, the equivalent at that time of £10,000. The equivalent now would be $60,000, and Sir Robert Hart asks now $90,000. I don't understand how this increase arises. However, Sir Robert Hart told me it was an outside rough calculation. I told him I would go myself with the Harbour Master and the Surveyor-General to the place, because it has been determined and settled by all competent persons that the neighbourhood of Gap Rock is a place proper for a light, if not the Gap Rock itself, because you have to determine whether a lighthouse can be built there and whether it will be accessible always in rough weather. If Gap Rock does not fulfil these conditions, the place will be one of the other rocks. A report is necessary before anything can be done, and if my hon. friend can get a recommendation from the Chamber of Commerce I will forward it to the Secretary of State.

HON. A. P. MACEWEN—It is with the sanction and approval of the Chamber of Commerce I have brought forward the matter to-day. I have been in communication with Sir Robert Hart, and I have a letter from him which I intended to lay before the Council to-day. And I may state a letter was written by the Chamber of Commerce to the Government on the 8th of last month, to which no reply has been received, and therefore the Chamber of Commerce was under the impression the matter would perhaps slip out of the hands of the Government while Sir Robert Hart was here. The Chamber of Commerce entirely approves of the proposal, and I have a scheme which would meet the question of the dollars under which I am prefectly certain the light could be paid for in eighteen months.

HIS EXCELLENCY—If the Chamber of Commerce will pass the resolution I will forward it home. I have not answered the letter of the Chamber of Commerce because I have been in communication with Sir Robert Hart up to the last moment. I now lay on the table the papers to which I have referred.

THE APPROPRIATION BILL 1887.

The ACTING COLONIAL SECRETARY—I beg to move the first reading of the appropriation Bill, 1887. I don't think it is necessary at this stage to say anything about the Bill. The papers laid on the table to-day will give full explanations, and if after hon. members have read them there are any questions to be asked I will be glad to answer them.

The COLONIAL TREASURER seconded.

The Bill was read a first time, and the standing orders having been suspended, was read a second time and referred to the Finance Committee.

THE SUPPLEMENTARY APPROPRIATION BILL, 1885.

This Bill was read a second time and referred to the Finance Committee.

ADJOURNMENT.

The Council adjourned *sine die*.

THE ESTIMATES FOR 1887.

The following minute by His Excellency the Acting Governor accompanied the estimates introduced in the Legislative Council yesterday:—

I lay before the Council the Estimates of Revenue and Expenditure for 1887, together with an explanatory report by the Honourable Acting Colonial Secretary and Auditor General.

2.—The Revenue for 1887 has been estimated at $1,291,270 which I do not think too high. The Revenue of 1885 was $1,251,889, and a revised Estimate of the Revenue of the present year gives the amount of $1,304,263.

3.—It is estimated that there will be a balance on hand in the Colony at the beginning of next year of $184,783, and it may appear singular that with so large a balance a sum of $400,000 is shown as borrowed on account of the loan during the present year. The reason is that large payments have to be made at home by the Crown Agents, the average of the past five years being

over £30,000, and the payments during 1885 having amounted to £122,600. The investments of assets in England having been exhausted the Crown Agents have in anticipation of the Loan advanced the sum of £60,000 at the Bank rates instead of drawing on the Colony. In the meantime a considerable portion of the surplus funds in the Colony has been placed on deposit bearing interest.

4.—I have estimated that a further amount of $600,000, on account of the loan, will be required in 1887, the whole of which will be required for payments at home.

5.—The expenditure of 1887 has been estimated at $1,243,772. That of 1885 was $1,146,103, and that of the present year is now estimated at $1,193,472.

6.—The excesses in the estimates of 1887, over those of the present year, are shewn in detail in a statement prepared by the Acting Colonial Secretary and Auditor General. They are summarized as follows:—

Interest on loan	$55,000
Military expenditure	19,048
Salaries, services exclusive	10,929
Roads, streets, and bridges	7,000

7.—Interest on the loan is the principal item in the increase over this year's Estimates, and the anticipations of the Special Committee of the Legislative Council on the recently proposed Stamp Bill in April last that this extra expenditure could be met without extra taxation have fortunately thus far been realized.

8.—The next item in importance amongst the increases is $19,000 for Military expenditure, being the difference between 3s. 6d. and 3s. in the rate of exchange. The rate has risen since the Estimates were prepared. The annual contribution of £20,000 for Military expenditure has now been paid, and since 1864 at the current rates of exchange, which assuming the par value of the sovereign to be five dollars has been advantageous to the Colony until 1876, the sovereign having at one time been as low as $4.50.

9.—The amount provided for Extraordinary Public Works is $760,000. For this year provision was originally made for $379,300, but it is probable that about $750,000 will be expended, the construction of Military Defences having been carried out with greater expedition than was originally contemplated. Only $32,000 was provided for this purpose during the present year whereas it is probable that $218,000 will be expended.

10.—The details of the increases to salaries will be seen in the Statement of the Acting Colonial Secretary and Auditor General.

Government House, Hongkong,
17th September, 1886.

The following report by the Acting Colonial Secretary and Acting Auditor General was also laid on the table:—

REVENUE.

1.—At the time the estimates for 1886 were passed, the revenue for the year was estimated at $1,274,973. Soon afterwards, on the Spirit Farm Bill being abandoned, the item of $90,000 for spirit licences had to be reduced to $26,500; and, an increase accruing from opium licences, the sum set down under that heading was raised from $159,000 to $178,500. These two changes made the estimated revenue for 1886 ...$1,230,973. As far as can be foreseen at present, the actual receipts will probably exceed this sum by $73,290; that is, will amount to ...$1,304,263.

2.—The Revenue for 1887 has been estimated at $1,291,770, or $12,993 less than the sum just mentioned. As the increase anticipated for the current year is only an estimate, and has not yet been realised, it is only prudent to calculate the Revenue for the ensuing year on actually ascertained data. It is for this reason that the Revenue for 1887 has been set down at $1,291,770.

3.—At pages 3 and 5 of the Estimates will be found, in a succinct form, the information necessary for judging of the financial position of the Colony both at the end of the current year and on the 31st December, 1887.

4.—The balance anticipated on the latter date is $117,281: but it will be seen that the ordinary revenue of the Colony can no longer meet its expenses, and that a portion of the Loan, amounting to $600,000, will have to be borrowed during the ensuing year.

EXPENDITURE.

5.—The Expenditure for the current year was originally estimated at $1,152,382; but Supplementary Estimates will probably raise this to $1,193,472, or $41,090 more than was anticipated at the time the Estimates for 1886 were framed.

6.—The Ordinary Expenditure for 1887 has been put down at $1,243,772, which is an increase of $91,000, over the original Estimate for 1886, and of $50,300 over the revised Estimates for 1886.

7.—The principal increase in Expenditure are $10,329 in Establishments; $7,000 in Roads, Streets, and Bridges; $5,113 in Miscellaneous Services; $19,048 in Military Expenditure; and $55,000 for Interest on the portion of the Loan. In Works and Buildings there is, on the other hand, a decrease of $3,700.

8.—In the notes which accompany these Estimates will be found the fullest details as to every item of increase and decrease. In addition to the information thus given, there will be found appended to this Report three Tables, in which these details are presented in a more convenient form for ready reference.

9.—As regards the $55,000 for interest, it is made up in the following manner, namely:—Interest on $400,000, (already advanced by the Crown Agents) at 7 per cent. per annum...$28,000 interest on $600,000 for 6 months at 7 per cent. per annum ...$21,000 with $6,000 added for contingencies.

10.—In the annexed table headed *Extraordinary Public Works* will be found many details as to the expenditure, past and prospective, in connexion with the various items contained in it. The total estimated cost of these services for 1887 will amount to $760,000.

11.—This extraordinary expenditure of $760,000, together with the ordinary expenditure of $1,243,772 brings the total estimated expenditure for the ensuing year up to $2,003,772, a sum in excess of the estimated revenue by $712,502; which is met by

Balance on hand on 1st January, 1887	$184,783
Premia on land sales	45,000
Amount to be borrowed	600,000
	$829,783

This covers the increased expenditure, and leaves a balance of $117,281, as shown at page 3 of the Estimates.

12.—The sum which the Council is asked to vote is $1,092,772, being the total expenditure for the year, *less* $117,000 on the Civil List, and $34,000 for Pensions, both of which items are provided for by Ordinance.

FREDERICK STEWART,
Acting Colonial Secretary & Acting Auditor General.

16th September 1886.

CORRESPONDENCE RESPECTING A PROPOSED LIGHTHOUSE ON GAP ROCK OR ITS VICINITY.

The following correspondence was presented to the Legislative Council by command of His Excellency the Acting Governor yesterday:—

MINUTE BY HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT.

The papers moved for by the Honourable Member are herewith laid on the table, together with the following explanatory remarks.

The Chairman of the Chamber of Commerce suggested, on 8th July last, that advantage should be taken of the presence in this Colony of the Inspector-General of the Imperial Chinese Maritime Customs to ascertain whether he was willing to enter into negociations with this Government "on as good if not better basis than his former proposal."

The Officer Administering the Government has accordingly had some correspondence with the Inspector-General which has necessarily been of an informal character, as all official communications between this Government and that of China must be made through Her Majesty's Minister at Peking, through whom previous correspondence on this subject has passed.

The result of these communications is that the cost of building a Lighthouse on Gap Rock is now estimated by the Inspector-General at $90,000. In 1873 a proposal was made by the Inspector-General to build a Lighthouse for $45,000, if this Colony would pay the whole cost.

The Inspector-General has now made three proposals:—

Firstly.—That this Government should contribute the whole cost, in which case the light would be exhibited in 1888.

Secondly.—That this Government should contribute two-thirds of the cost, in which case the light would not be ready till 1889.

Thirdly.—That this Government should contribute only one-third, in which case the light would not be ready till 1890.

The Chinese Government would undertake the maintenance of the Light, if this Government would keep up communication with the Lighthouse for the purpose of supplying stores, &c.

There are no funds available at the present moment to apply to the construction of this Lighthouse, as the Colony is engaged already in several works of great magnitude. The utility of a Lighthouse at Gap Rock has been generally recognised for some years past, and as soon as the Finances of the Colony will admit of any money being applied to that purpose, the project will be taken into serious consideraton by the Government.

In the meantime the Officer Administering the Government has undertaken to obtain a report showing which of the Islands in the vicinity of the Gap Rock is best suited for the construction of a Lighthouse, and is easiest of access. This information, which will be transmitted through Her Majesty's Minister at Peking to the Chinese Government, will probably lead to some considerable modification of the estimate of cost, which appears to be very high, particularly when compared with the previous estimate made in 1873.

Government House, Hongkong, 14th Sept., 1886.

ACTING HARBOUR MASTER TO ACTING COLONIAL SECRETARY.

HARBOUR DEPARTMENT,
Hongkong, 9th March, 1886.

SIR,—I have the honour to report, for the information of His Excellency the Officer Administering the Government, that I have received a letter from Captain Maclear, R.N., of H.M.S. *Flying Fish* (copy enclosed) directing my attention to the want of an outside Lighthouse to the Port. In reply, I have told Captain Maclear that I shall bring the matter to the notice of the Government.

The great benefit to be derived from such a light, as is referred to by Captain Maclear to vessels bound to Hongkong, is manifest, and this was fully recognised in the original scheme for lighting the approaches to the Port.

It appears, however, from former correspondence that a difficulty arose with the Chinese Authorities as to the cession—by leasing or otherwise—of those places in the neighbourhood of the Colony, which had been suggested as the most suitable sites for Lighthouses,—amongst which was the Gap Rock,—and the result was that no outside light was established.

The Chinese Customs have done much towards lighting the Coast North of Hongkong, but Breaker Point is the most Southern light at present.

Mr. Henderson, Chief Engineer of the Chinese Lighthouse Department, in his report dated 20th June, 1872, (C.S.O. 1860) estimated the cost of establishing a Light (First Order revolving) on Gap Rock at £10,000.

The increase in the amount of tonnage entering the port appears a good reason for re-opening this question. A plan by which the Colony should find the money, and the Chinese Government should build and maintain the Lighthouse, though proposed, does not seem ever to have been matured, yet, in view of the difficulty as to territory, and seeing that the other Coast lights are satisfactorily maintained by the Chinese Government, this plan would seem to be worthy of present attention.—I have the honour to be, Sir, your most obedient Servant.

R. MURRAY RUMSEY, Rt. Com. R.N.,
Acting Harbour Master, &c.

The Honourable F. STEWART, LL.D., Acting Colonial Secretary, &c., &c., &c.

CAPTAIN MACLEAR TO ACTING HARBOUR MASTER.

(Copy.)

H. M. S. *Flying Fish*,
Hongkong, 5th March, 1886.

DEAR CAPTAIN RUMSEY,—Before leaving Hongkong again I wish to bring before you the great want of an outside Lighthouse to the port, in order that you may move the Chamber of Commerce to action in the matter.

The want of an outside Lighthouse is severely felt by those who are unable to make the land before dark, and have therefore to lay off for the night with loss of twelve hours' time at least, or have to proceed in the dark at risk of running ashore.

The light on Cape D'Aguilar does fairly well for vessels from the North, but is no use at all to vessels from the South, and I suggest a light on Gap Rock as most suitable, though possibly on the examination of the localities might find a better site. The principal sufferers by the present want are the mail steamers and other steamers from Singapore. On former discussions on this subject, it has been urged that the Chinese Government will not grant a site, carrying with it territorial jurisdiction; but surely a lease of a site not carrying jurisdiction could be obtained, or again the colony might provide the funds and hand the lighthouse over to the Chinese Authorities, who maintain so well the coast lights. The want is pressing and it will be a long time before the Chinese lighthouse board will erect one on their own account, as they have so many wants to supply, and easy means can be found to meet the lighthouse board. It must be remembered that the cost of every steamer's delay and of the insurance falls indirectly or directly on the colony, and that the loss of one vessel of any size pressing on at night without a light to guide her, would be more than equivalent to the expense of building the Lighthouse.—Believe me, &c.

(Signed), J. P. MACLEAR.

(True copy).
R. MURRAY RUMSEY, Rt. Com. R.N.,
Acting Harbour Master, &c.

MINUTE BY HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT.

4th April, 1886.

It is impossible to take this into consideration at the present time as there are no funds available and other works are much more urgently required.

(Signed), W. H. MARSH.

DESPATCH RESPECTING THE GERMAN MAIL STEAMERS.

The following despatch from Earl Granville K.G., to the Acting Governor was laid on the table of the Legislative Council yesterday:—

DOWNING STREET, 2nd August, 1886.

SIR,—With reference to my despatch, No. 82, of the 24th of June, regarding the extension of certain privileges to the Mail steamers of the North German Lloyds, I have the honour to acquaint you that the German Ambassador in London has informed the Secretary of State for Foreign Affairs that instructions have been sent to the German Consular Officers at the Ports in British Possessions where the steamers of that Company will call, and to the Officers of the Company, in the sense suggested in Lord Rosebery's note to Count Hatzfeldt of the 26th of April last, copy of which was enclosed in my despatch above mentioned.—I have, &c.,

(Signed), GRANVILLE.

The Officer Administering the Government of Hongkong.

POLICE COURT.

17th September.

BEFORE BOTH MAGISTRATES.

KIDNAPPING.

Ho Aho, widow, was charged with having attempted to take from the colony a girl named Chung Awong, ten years of age, with intent to deprive her parents of her lawful care and custody on the 15th inst.

The girl said she lived in Peel-street, with her foster father Ching Sing Tong, master of the Tai Lung shop in Queen's-road Central. On Wednesday she was on her way to her father's shop when the defendant accosted her and partly by force got her to go with her to a house in an adjacent lane. There the woman shut her up in a dark room, giving her some food, and the next day she took her down to the steamer *Hankow* for passage to Canton. While awaiting the departure of the steamer a shopman in her father's employ came to look for her, and finding her, he took her home and gave the defendant into custody. There was other evidence that the woman did her best to conceal the girl on board the boat with a bamboo chair, and that as soon as she got her on board she made her change jackets with her own daughter, who was with her.

The defendant said the girl knew her and would follow her on board the steamer though she never told her to come. She denied having kidnapped the girl, who came to her of her own accord.

She was convicted and sentenced to two years' imprisonment with hard labour.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN.	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA SUEZ CANAL	Brindisi (str.)	A. W. Adamson		P. & O. S. N. Co.	On 24th inst., at 4 P.M.
LONDON VIA SUEZ CANAL	Prometheus (str.)	Webster	Hongkong	Butterfield & Swire	On 22nd inst.
LONDON VIA SUEZ CANAL	Kaisow (str.)	W. S. Thomson	Hongkong	Arnhold, Karberg & Co.	On or about 20th inst.
HAMBURG, & PORT of CALL	Neckar (str.)	Baur	Hongkong	Melchers & Co.	On 1st Oct., at Noon.
HAMBURG	Cosmo	Bennett	Hongkong	Eduard Schellhass & Co.	Quick despatch.
HAVRE AND LONDON	Zouave	R. C. Soper	Hongkong	Arnhold, Karberg & Co.	Quick despatch.
HAVRE AND LONDON	Naupactus	Sanders		Carlowitz & Co.	Quick despatch.
TRIESTE, &c.	Vorwaerts (str.)	T. Radonicich		O. Bachrach	On 2nd Oct., at Noon.
MARSEILLES VIA SAIGON, &c.	Yangtse (str.)	Lormier		Messageries Maritimes	On 30th inst., at Noon.
MARSEILLES VIA SINGAPORE, &c.	R. Rubattino (str.)			Carlowitz & Co.	On or about 28th inst.
SAN FRANCISCO VIA Y'HAMA	San Pablo (str.)			O. & O. S. S. Co.	On 2nd Oct., at 3 P.M.
SAN FRANCISCO VIA Y'HAMA	City of Peking (str.)			P. M. S. S. Co.	On 23rd inst., at 3 P.M.
SAN FRANCISCO	T. F. Oakes	Cliff	Hongkong	Russell & Co.	Quick despatch.
SAN FRANCISCO	Galatea	Wm. Colville	Hongkong	Melchers & Co.	Quick despatch.
NEW YORK	Annie H. Smith	Brown	Hongkong	Siemssen & Co.	Quick despatch.
NEW YORK	J. D. Peters	E. Lane	Hongkong	Pustau & Co.	Quick despatch.
NEW YORK	Benjamin Sewall	S. R. Ulmer	Hongkong	Pustau & Co.	Quick despatch.
NEW YORK	Revolving Light	Darkee	Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK	India	Smith	Hongkong	Carlowitz & Co.	Quick despatch.
NEW YORK	George Curtis	Sproul	Hongkong	Siemssen & Co.	Quick despatch.
NEW YORK	A. W. Weston	Dixon	Hongkong	Russell & Co.	Quick despatch.
NEW YORK VIA SUEZ CANAL	Port Jackson (str.)	G. R. Huddy		Adamson, Bell & Co.	On or about 23rd inst.
VICTORIA, (V.I.)	Antoinette	Bunje		Melchers & Co.	Quick despatch.
HONOLULU	Hydra	Binge	Hongkong	Gonsalves & Co.	Quick despatch.
SYDNEY AND MELBURNE, &c.	Menmuir (str.)	Helms	Hongkong	Russell & Co.	On 30th inst., at 4 P.M.
YOKOHAMA VIA NAGASAKI, &c.	Teheran (str.)			P. & O. S. N. Co.	On 25th inst., 2.30 P.M.
YOKOHAMA AND HIOGO	Massalia (str.)	G. Peterson	Hongkong	Siemssen & Co.	To-day, at 10 A.M.
YOKOHAMA AND KOBE	Glamorganshire (str.)	D. Davies	Hongkong	Adamson, Bell & Co.	On 21st inst.
KOBE AND YOKOHAMA	Antonio (str.)	Wallace	Hongkong	Russell & Co.	On 21st inst., at 4 P.M.
TIENTSIN VIA SWATOW, &c.	Kwongsang (str.)	Wood	Hongkong	Jardine, Matheson & Co.	On or about 23rd inst.
SHANGHAI	Ravenna (str.)			P. & O. S. N. Co.	Quick despatch.
SHANGHAI VIA AMOY	Antenor (str.)	Freeman	Hongkong	Butterfield & Swire	To-morrow Daylight.
MANILA VIA AMOY	Don Juan (str.)	Marquez	Hongkong	Brandao & Co.	On 21st inst., at 5 P.M.
MANILA VIA AMOY	Diamante (str.)	McCaslin	Hongkong	Russell & Co.	To-day, at 4 P.M.
SWATOW, AMOY, & FOOCHOW	Thales (str.)	Goddard	Hongkong	Douglas Lapraik & Co.	To-morrow, at 9 A.M.

BEFORE MR. E. MACKEAN.

ROGUE AND VAGABOND.

Frederick Nelson, unemployed seaman, was charged with being a rogue and vagabond, wandering abroad without place of abode or visible means of subsistence. He pleaded guilty and was sentenced to fourteen days' hard labour.

UNLAWFUL PURPOSE.

Five Chinese were brought before the court charged with having been on board the Austro-Hungarian Lloyd's S. S. Co's. steamer *Thisbe* for an unlawful purpose yesterday.

The police found the prisoners there without any good reason, among the passengers, shortly before the departure of the vessel for Europe; they had seen them about steamers in that way before, and two were convicted thieves. They therefore arrested the defendants.

The defendants were ordered to find sureties of $10 each for their good behaviour for six months, and in default they were committed to gaol.

UNWHOLESOME FRUIT.

Two hawkers were fined $10 each, which they paid, for exposing for sale tainted fruit on the 16th inst.

OPIUM CASES.

Chan Shek Yan, coolie, and Chua Awai, unemployed silversmith, were each sent to gaol for ten days in default of payment of fines of $5 each for unlicenced possession of prepared opium.

Wan Awan, coolie, for illicit retailing of prepared opium, was fined $25, and in default he was sent to gaol for a month.

LARCENIES.

Leung Alung, coolie, was sent to gaol for a fortnight for stealing a hat, value ten cents, belonging to a seaman named George Bennet.

Li Achung, marine hawker, was convicted of stealing two lemonade bottles, the property of the Hongkong Hotel Company, on the 14th inst, and he was sentenced to three weeks' hard labour.

Yip Afuk, servant, pleaded guilty to stealing clothing to the value of $18 on the 16th inst., and he was sentenced to three months' hard labour.

Chun Yung Fan, for larceny of some concrete at Government House, was committed to prison for a week.

Tong Ayan, marine hawker, admitted a charge of stealing three hundredweight of coal at Yaumati on Thursday, and he was sentenced to six weeks' hard labour.

THE DOUGLAS STEAMSHIP COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the third ordinary general meeting to be held at the offices of the Company on Saturday, the 25th inst., at noon:—

The general managers have now to submit to the shareholders their report on the third year's working of the Company, ended 30th June, 1886. After paying all running expenses, premia of insurance, remuneration to consulting committee and auditors' fees, there remains a net profit of $132,130.98, and in accordance with the Articles of Association, and with the concurrence of the shareholders it is proposed to appropriate this amount as follows:—

To place the sum of $55,555.35 to Reserve Fund, being the equivalent of 8 per cent. on the value of steamers, wharf, moorings, &c., on the 30th June last, and to declare a dividend of 8 per cent. on the paid up capital of the Company, absorbing a further $75,424.00 and leaving a balance of $1,151.13 to be carried forward.

Under the circumstances the general managers venture to think that the results shewn will be considered satisfactory, as it is a fact that, since the commencement of 1886, the general trade of China has been extremely dull and the carrying trade has of course suffered from the depression. The Company, too, has been somewhat harassed by an opposition upon the Tamsui line, and has also felt the temporary cessation of export from Taiwanfoo, owing to the lekin disputes at that port.

The only item in the accounts that seems to call for remark is the sum of $15,000.00 transferred from Reserve to Underwriting Account. This is the amount of a risk carried by the Company, on the hlock of the late steamer *Douglas*, and as the resources of the Underwriting Account were insufficient to meet this loss, it was deemed expedient to draw upon reserve, rather than to show a debit balance upon underwriting.

An addition to the Company's fleet has been made since the last meeting in the shape of the steamer *Formosa*; she was built especially for the Tamsui trade, and since her arrival has proved herself admirably adapted for the work for which she was intended. In this connection the general managers have to acknowledge the valuable services of Captain S. Ashton, under whose supervision she was constructed.

The loss of the Company's fine steamer *Douglas* has to be recorded, which occurred on the White Rocks, near Swatow, on the 11th February last. To replace her it has been decided to build another steamer for the Coast line, and with the approval of the consulting committee a contract has been closed with Messrs. Raylton Dixon & Co. of Middlesboro'. This new steamer will be of steel with triple expansion engines (a type of engine which has, so far, been found very satisfactory in the case of the *Formosa*) and will be suitable in all respects for China Coast work. She should be in Hongkong by April, 1887, and will doubtless prove a valuable acquisition to the Company.

To fill temporary requirements the steamer *Carisbrooke* has been chartered since April last, and the general managers are pleased to say that, so far, this charter has proved altogether satisfactory.

Of the $60,747.94 owing to the Company by the Oriental Bank Corporation at date of its failure, 75 per cent. has since been received, leaving a balance of $15,186.98 still due. To realize this amount on the most favourable terms now obtainable would involve a sacrifice of over $6,000.00, and although it would be desirable if possible to eliminate this item from the accounts, the general managers and consulting committee think it advisable not to dispose of this claim, at any rate for the present.

In conclusion it may be remarked that the amounts appearing as freights due and accounts receivable on 30th June have all been collected since that date.

CONSULTING COMMITTEE.

On the departure of Mr. B. Layton from the Colony, Mr. W. H. F. Darby was invited to fill the vacant seat on the Committee, which body now consists of—Hon. P. Ryrie, Hon. F. D. Sassoon, Hon. A. P. MacEwen and Mr. W. H. F. Darby. In accordance with Section X of the Articles of Association all these gentlemen retire but offer themselves for re-election.

AUDITORS.

The retiring auditors, Messrs. J. H. Cox, and L. Hauschild, offer themselves for re-election.

DOUGLAS LAPRAIK & Co.,
General Managers.

BALANCE SHEET FOR THE YEAR ENDED 30TH JUNE, 1886.

ASSETS.

To value of Co.'s steamers:—*Haiphong, Formosa, Namoa, Thales, Fokien,* and *Hailoong*	$732,500.00		
To value of wooden wharf	20,000.00		
To value of buoys and moorings at Swatow, Amoy, and Hongkong, & steam-launch	11,466.50		
To value of buoys and cargo boats at Tamsui	2,245.84		
		$766,212.34	
To Hongkong and Shanghai Banking Corporation	68,833.85		
To Hongkong and Shanghai Banking Corporation on deposit ...$125,000.00			
To interest due to date ... 1,465.75	126,465.75	195,299.60	
To cash account		28,369.11	
To balance of claim on Oriental Bank Corporation in liquidation		15,186.98	
To freights due 30th June		51,509.67	
To sundry accounts receivable		17,093.99	
To London Agency:—Amounts on deposit		78,519.15	
To value of coals in godown		4,195.55	
To value of one capstan in hand		719.08	
		$1,197,095.47	

LIABILITIES.

By proposed capital:—20,000 shares at $50.00	$1,000,000.00		
1,144 shares unallotted.	57,200.00		
18,856 shares			$942,800.00
By underwriting account of the Coy			7,223.41
By reserve fund 30th June, 1884		$34,430.22	
By amount written off profit and loss account on 30th June, 1885		52,333.94	
		$86,764.16	
By less transferred to under writing account to cover total loss per *Douglas*		15,000.00	
			71,764.16
By sundry accounts payable			31,954.40
By suspense account Oriental Bank Corporation			11,922.43
By profit and loss account			132,130.98
			$1,197,095.47

PROFIT AND LOSS ACCOUNT, 30TH JUNE, 1886.

To charges account	$ 3,073.15
To remuneration to Consulting Committee for 12 months to date	2,000.00
To auditors' fees	500.00
To remuneration to General Managers for office expenses for 12 months	10,000.00
To balance	132,130.98
	$ 147,704.13
By balance of profit and loss 30th June, 1885	$ 402.22
By profit on running the Company's steamers to date	124,421.54
By profit on coals supplied to steamers	5,834.14
By profit on wharfage	3,747.37
By profit on Hongkong moorings, &c.	1,891.26
By profit on Tamsui moorings, &c.	396.32
By profit on exchange account	308.25
By bonus on contributions from insurance offices and Hongkong and Whampoa Dock Company	7,393.61
By interest account	3,309.42
	$ 147,704.13

We have compared the above statement with the books and vouchers of the Company and have found the same in accordance therewith.

JAMES H. COX } Auditors.
L. HAUSCHILD }

Hongkong, 14th September, 1886.

COMMERCIAL INTELLIGENCE.

FRIDAY, 17th September.

EXPORT CARGO.

Per steamship *Natal*, sailed on the 16th September:—For Continent—2,177 bales silks, 653 bales waste silk, 36 cases silks, 69 bales cocoons, 4 cases pongees, 48 half-chests tea, 311 packages sundries, and 15 boxes treasure, Tls. 52,800. For London—47 bales silk, 394 bales waste silk, 7 cases silks, 3 bales cocoons, 231 half-chests tea, 593 packages tea, and 329 packages sundries. From Foochow to Continent—1,551 packages tea.

OPIUM.

Quotations are:—

New Malwa	$520 per picul,	allce. of 4 to 4½ catties.
Old Malwa	$540 per picul,	allce. of 4½ to 5 catties.
Older Malwa	$550 per picul,	allce. of 5½ to 6 catties.
Patna (New)	$527½	per chest.
Patna (Old)	530	„ „
Benares (New)	510	„ „

EXCHANGE.

ON LONDON.—
Telegraphic Transfer ...3/1¾ a 3/2
Bank Bills, on demand ...3/2
Bank Bills, at 30 days' sight ...3/2¼
Bank Bills, at 4 months' sight ...3/2⅜
Credits, at 4 months' sight ...3/2¼ a 3/2⅜
Documentary Bills, at 4 months' sight ...3/2⅜

ON PARIS.—
Bank Bills, on demand ...4.01
Credits, at 4 months' sight ...4.09

ON NEW YORK.—
Bank Bills, on demand ...77½
Credits, 60 days' sight ...78¾

ON BOMBAY.—
Telegraphic Transfer ...225½
Bank, on demand ...226¼

ON CALCUTTA.—
Telegraphic Transfer ...225½
Bank, on demand ...226¼

ON SHANGHAI.—
Bank, at sight ...72½
Private, 30 days' sight ...73¼

SHARES.

Quotations are:—

Hongkong and Shanghai Bank Shares—166 per cent. premium, buyers.

Union Insurance Society of Canton, Limited—$96 per share, sellers.

China Traders' Insurance Company's Shares—$70 per share.

North China Insurance—Tls. 300 per share.

Yangtsze Insurance Association—Tls. 118 per share.

Chinese Insurance Company, Limited—$180 per share.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—$87½ per share, sellers.

Hongkong Fire Insurance Company's Shares—$430 per share, sales.

China Fire Insurance Company's Shares—$89 per share, sales.

Hongkong and Whampoa Dock Company's Shares—115 per cent. prem., buyers.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$62½ per cent. prem., buyers.

Indo-China Steam Navigation Co.'s. Shares—Par, sellers.

China and Manila Steamship Company, Limited—30 per cent. discount, nominal.

Douglas Steamship Company, Limited—$51 per share.

Hongkong Gas Company's Shares—$130 per share.

Hongkong Hotel Company's Shares—$100 per share, ex div.

China Sugar Refining Company, Limited—$101 per share.

Luzon Sugar Refining Company, Limited—$68 per share, sellers.

Hongkong Ice Company's Shares—$40 per share.

Hongkong and China Bakery Company, Limited—$120 per share.

Perak Tin Mining and Smelting Company—$10 per share.

Punjom and Sunghie Dua Samantan Mining Company, Limited—$9 per share, sellers.

Selangor Tin Mining Company—$5 per share, nominal.

Perak Sugar Cultivation Company—Tls. 18 per share.

Hongkong Rope Manufacturing Company, Limited—$54 per share.

Hongkong and Macao Glass Manufacturing Co., Limited—60 per cent. discount.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—6½ per cent. premium.

Chinese Imperial Loan of 1884 C—8 per cent. premium.

Chinese Imperial Government 1885 Dollar Loan—3 per cent. premium.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & Co.'s REGISTER.)
September 17th.

Barometer—9 A.M.	29.730
Barometer—1 P.M.	29.770
Barometer—4 P.M.	29.740
Thermometer—9 A.M.	85
Thermometer—1 P.M.	88
Thermometer—4 P.M.	87
Thermometer—9 A.M. (Wet bulb)	77
Thermometer—1 P.M. (Wet bulb)	80
Thermometer—4 P.M. (Wet bulb)	79
Thermometer—Maximum	88
Thermometer—Minimum (over night)	83

HONGKONG TIDE-TABLE.

19th to 24th SEPTEMBER, 1886.

Day of Week.	Day of Month.	HIGH WATER. Hongkong Mean Time.	HIGH WATER. Height.	LOW WATER. Hongkong Mean Time.	LOW WATER. Height.
		h m	ft. in.	h m	ft. in.
Sat.	18	m 11 50	3 3	m 6 43	0 3
		11 26 a	4 8	5 17 a	0 11
S.	19	0 14 a	3 0	m 6 34	0 8
		11 58 a	4 9	5 47 a	1 3
M.	20	1 19 a	2 3	m 7 36	0 8
				6 13 a	1 7
Tu.	21	m 0 45	4 3	m 8 55	0 5
		0 0 a	2 1	6 57 a	1 11
W.	21	m 1 50	4 7	m 10 11	0 4
		4 3 a	3 2	8 49 a	2 2
Th.	23	m 3 30	4 6	m 11 24	0 8
		6 45 a	3 7	10 28 a	2 1
F.	24	m 5 7	4 9	0 14 a	—0 2
		7 18 a	3 0	11 50 a	1 8

The height of mean sea-level has been determined at 7.595 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Low-water Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 5.593 feet above zero.

The heights in the Tables marked with a minus (—) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

CHINA COAST METEOROLOGICAL REGISTER.

16th September, 1886, at 4 P.M.

STATION.	Barometer [illegible]	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.71	77	93	s	3	o p	0.47
Haiphong	29.79	87	—	ws	—	c	—
Hongkong	29.71	85	54	WNW	1	c	—
Amoy	29.71	86	61	s	3	c	—
Foochow	—	—	—	—	—	—	—
Shanghai	29.84	74	68	NE	3	c	—
Nagasaki	29.65	—	—	N	3	—	0.05
Wladiwostock	29.79	61	—	—	0	—	—

17th September, 1886, at 10 A.M.

STATION.	Barometer [illegible]	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	29.80	83	81	s	2	o	—
Haiphong	29.87	85	—	NW	—	c	—
Hongkong	29.78	83	65	W	1	c	—
Amoy	29.77	84	67	NE	3	c	—
Foochow	—	—	—	—	—	—	—
Shanghai	29.84	73	90	NW	2	b	—
Nagasaki	29.87	—	—	W	3	—	—
Wladiwostock	29.77	60	85	—	0	of	—

W. DOBERCK.
Hongkong Observatory, 17th September, 1886.

METEOROLOGICAL REGISTER.

	Previous day. at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.71	29.78	29.70
Temperature	85	83	85
Humidity	54	65	66
Direction of wind	W.N.W.	W.	S.S.E.
Force of wind	1	1	1
Weather	c.	c.	c.
Rain	—	—	—

W. DOBERCK.
Hongkong Observatory, 17th September, 1886.

GREAT EXCITEMENT IN WALES ABOUT A MARVELLOUS CURE.

LIVING SIX YEARS WITHOUT GOING TO BED.

MR. EDITOR,—While spending a few days at the pleasant seaside town of Aberystwith, Cardiganshire, Wales, I heard related what seemed to me either a fabulous story or a marvellous cure.

The story was that a poor sufferer who had not been able to lie down in bed for six long years, given up to die by all the Doctors, had been speedily cured by some Patent Medicine. It was related with the more implicit confidence from the circumstance, as was said, that the Vicar of Llanrystyd was familiar with the facts, and could vouch for the truth of the report.

Having a little curiosity to know how such stories grow in travelling, I took the liberty while at the village of Llanrystyd to call upon the Vicar, the Rev. T. Evans, and to enquire about this wonderful cure. Though a total stranger to him, both he and his wife most graciously entertained me in a half hour's conversation, principally touching the case of Mr. Pugh, in which they seemed to take a deep and sympathetic interest, having been familiar with his sufferings, and now rejoiced in what seemed to them a most remarkable cure. The Vicar remarked that he presumed his name had been connected with the report from his having mentioned the case to Mr. John Thomas, a chemist of Llanon. He said Mr. Pugh was formerly a resident of their parish, but was now living in the parish of Llanddeinol.

He strongly vouched Mr. Wm. Pugh's character as a respectable farmer and worthy of credit. I left the venerable Vicar with a livelier sense of the happy relation of a pastor and people, feeling that he was one who truly sympathised with all who are afflicted in mind, body, or estate.

On my return to Aberystwith, I was impressed with a desire to see Mr. Pugh, whose reputation stood so high. His farm is called Pancom-Mawr, signifying "above the dingle," situated near the summit of a smooth round hill, overlooking a beautiful valley in which is situated the lovely ivymantled Church of Llanddeinol. I found Mr. Pugh, apparently about 40 years old, of medium height, rather slight, with a pleasant and intelligent face. I told him I heard of his great affliction and of his remarkable and almost miraculous relief, and that I had come to learn from his own lips, what there was of truth in the reports.

Mr. Pugh remarked that his neighbours had taken a kindly and sympathetic interest in his case for many years, but of late their interest had been greatly awakened by a happy change in his condition. What you report as having heard abroad, said he, is substantially true, with one exception. I never understood that my case was ever given up as hopeless by any Physician. I have been treated by several Doctors hereabouts as good as any in Wales, but unfortunately no prescription of theirs ever brought the desired relief.

Early in this last spring I had a still more severe spasmodic attack, and my family and neighbours became alarmed, believing that certainly I would not survive, when a neighbour, who had some knowledge, or had heard of the medicine, sent to Aberystwith by the driver of the Omnibus Post, some seven miles distant, and fetched a bottle of Mother Seigel's Curative Syrup.

This medicine they administered to me according to the directions, when to their surprise and delight in less than an hour, the spasm ceased, I became at ease, and my stomach was calmed. My bowels were moved as by a gentle cathartic, and I felt a sense of quiet comfort all through such as I had not before realized in many years. I could walk around the house and breathe comfortably in a few hours after I had taken the medicine. I have continued to take the medicine daily now for something over two months, and I can lay down and sleep sweetly at nights and have not since had a recurrence of those terrible spasms and sweatings. I have been so long broken down and reduced in my whole system that I have not tried to perform any very hard out-door labour, deeming it best to be prudent lest by over-exertion I may do myself injury before my strength is fully restored. I feel that my stomach and bowels have been and are being thoroughly renovated and renewed by the medicine. In fact I feel like a new man.

Believing this remarkable case of Dyspeptic Asthma should be known to the public, I beg to submit the above facts as they are related to me.

2064—2] F. T. W.

VESSELS ON THE BERTH.

FOR YOKOHAMA AND HIOGO.

THE Steamship
"MASSALIA,"
Captain G. Peterson, will be despatched for the above Ports TO-DAY, the 18th inst., at TEN A.M.
For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
Hongkong, 16th September, 1886. [1787

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship
"DIAMANTE,"
Captain McCaslin, will be despatched for the above Port TO-DAY, the 18th instant, at FOUR P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
General Managers.
Hongkong, 14th September, 1886. [1779

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship
"THALES,"
Captain Goddard, will be despatched for the above Ports TO-MORROW, the 19th instant, at NINE A.M.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 16th September, 1886. [1786

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.
(Taking Cargo at through rates to NEW YORK.)

THE Company's Steamship
"KAISOW,"
W. S. Thomson, Commander, will be despatched as above on or about the 20th instant.
For Freight or Passage, apply to
ARNHOLD, KARBERG & Co.,
Agents.
Hongkong, 8th September, 1886. [1738

UNION LINE.

FOR KOBE AND YOKOHAMA.

THE Steamship
"ANTONIO,"
Captain Wallace, will be despatched for the above Ports on TUESDAY, the 21st instant, at FOUR P.M.
For Freight or Passage, apply to
RUSSELL & Co.,
Agents.
Hongkong, 16th September, 1886. [1785

"SHIRE" LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE.

THE Steamship
"GLAMORGANSHIRE,"
D. Davies, Commander, will be despatched for the above Ports on the 21st inst.
This Steamer has superior Passenger Accommodation.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 14th September, 1886. [1778

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"PROMETHEUS,"
Captain Webster, will be despatched as above on WEDNESDAY, the 22nd instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th September, 1886. [1687

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"PORT JACKSON,"
G. R. Huddy, Commander, will be despatched for the above Ports on or about the 23rd inst.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 8th September, 1886. [1739

STEAM TO YOKOHAMA VIA NAGASAKI AND KOBE.
(Passing through the INLAND SEA.)
Taking Cargo on through Bills of Lading to VLADIVOSTOCK AND CHEMULPO.

THE P. & O. S. N. Co.'s Steamship
"TEHERAN,"
will leave for the above place on SATURDAY, the 25th instant, at 2.30 P.M.
E. L. WOODIN,
Acting Superintendent.
Hongkong, 14th September, 1886.

NAVIGAZIONE GENERALE ITALIANA FLORIO AND RUBATTINO UNITED COMPANIES.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, PORT SAID, NAPLES, LEGHORN, GENOA, AND MARSEILLES.
(Taking Cargo at through rates to all MEDITERRANEAN and LEVANTINE PORTS, ODESSA, and ALEXANDRIA, and also to NEW YORK and BUENOS AYRES (MONTEVIDEO).

THE Company's Steamship
"R. RUBATTINO,"
will be despatched as above on or about the 28th September.
The Steamer has splendid Accommodation for Passengers and carries a Doctor and Stewardess.
For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 16th September, 1886. [1157

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship
"RAVENNA,"
will leave for the above place about 24 hours after her arrival with the outward English Mails.
E. L. WOODIN,
Acting Superintendent.
Hongkong, 14th September, 1886.

FOR HONOLULU.

~~THE 3/3 L II German bark~~
"HYDRA,"
Binge, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
GONSALVES & Co.
Hongkong, 8th September, 1886. [1773

VESSELS ON THE BERTH.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF PEKING," will be despatched for San Francisco, via Yokohama, on THURSDAY, the 23rd instant, at THREE P.M., taking Passengers and Freight for Japan, the United States and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 %. from Return Fare. If re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-paid Return Passage Orders, available for one year, will be issued at a Discount of 25 %. from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 3rd September, 1886.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK, AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "BRINDISI," Captain A. W. Adamson, with Her Majesty's Mails, will be despatched from this for LONDON direct via SUEZ CANAL and usual Ports of call on FRIDAY, the 24th September, at FOUR P.M.

Cargo will be received on board until TEN A.M. Parcels and Specie (Gold) at the Office until TEN A.M., on the day of sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

N.B.—This Steamer takes Passengers and Cargo for Marseilles.

E. L. WOODIN,
Acting Superintendent.
Hongkong, 14th September, 1886.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, ANTWERP, BREMEN, AND HAMBURG.
PORTS IN THE LEVANTE, BLACK SEA, AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

ON FRIDAY, the 1st day of October 1886, at NOON, the Company's Steamship "NECKAR," Captain Baur, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above.

Shipping Orders will be granted till NOON. Cargo will be received on Board until 4 P.M., Specie and Parcels until 3 P.M. on the 30th September, 1886. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required.

The Company is prepared to grant Policies of Insurance on Treasure and Cargo shipped by their own steamers.

For Further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 6th September, 1886. [1495

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship "SAN PABLO" will be despatched for San Francisco, *via* Yokohama, on SATURDAY, the 2nd October, at THREE P.M.

Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

ALL PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 %. from Return Fare. If re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders at a Discount of 25 %. from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, 15th September, 1886.

FOR HAVRE AND LONDON.

THE A 1 American Ship
"ZOUAVE,"
R. C. Soper, Master, will load here for the above Ports, and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 4th September, 1886. [1712

FOR HAVRE AND LONDON.

THE 3/3 L II British Ship
"NAUPACTUS,"
Sanders, Master, shortly expected here will load for the above Ports and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.
Hongkong, 10th September, 1886. [1758

FOR HAMBURG.

~~THE 3/3 L II British Barque~~
"COSMO,"
Bennett, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
EDUARD SCHELLHASS & Co.
Hongkong, 1st September, 1886. [1695

VESSEL ON THE BERTH.

FOR VICTORIA, (V.I.)

THE British Barque

"ANTOINETTE,"

Bunje, Master, shortly expected here, will have quick despatch as above.

For Freight, apply to

MELCHERS & Co.

Hongkong, 10th September, 1886. [1757

FOR NEW YORK.

THE American Bark

"ANNIE W. WESTON,"

Duncan, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 14th September, 1886. [1776

FOR NEW YORK.

THE A. 1 American Ship

"ANNIE H. SMITH,"

Captain Brown, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, 17th July, 1886. [1403

FOR NEW YORK.

THE 3/3 L II American Ship

"GEORGE CURTIS,"

Captain Sproul, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SIEMSSEN & Co.

Hongkong, 28th August, 1886. [1662

FOR NEW YORK.

THE 3/3 A I.I. American Ship

"BENJAMIN SEWALL,"

S. R. Ulmer, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 5th August, 1886. [1530

FOR NEW YORK.

THE 3/3 A II American Ship

"INDIA,"

Rich, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 9th August, 1886. [1546

FOR NEW YORK.

THE 3/3 L I.I. American Bark

"J. D. PETERS,"

E. Lane, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

PUSTAU & Co.

Hongkong, 23rd July, 1886. [1441

FOR NEW YORK.

THE 3/3 A II British Ship

"REVOLVING LIGHT,"

Durkee, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

CARLOWITZ & Co.

Hongkong, 7th August, 1886. [1536

FOR SAN FRANCISCO.

THE British Ship

"GALATEA,"

Wm. Colville, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

MELCHERS & Co.

Hongkong, 23rd August, 1886. [1629

FOR SAN FRANCISCO.

THE 100 A I American Ship

"T. F. OAKES,"

Cliff, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 7th September, 1886. [1733

BUSINESS ANNOUNCEMENTS.

LIEBIG COMPANY'S EXTRACT OF MEAT.

ANNUAL SALE 8,000,000 JARS.

Finest and Cheapest Meat Flavouring Stock for Soups, Made Dishes and Sauces.

Invaluable for India, as an efficient tonic in all cases of weakness. Keeps good in the hottest climates and for any length of time.

LIEBIG COMPANY'S EXTRACT OF MEAT.

"Is a success and a boon for which nations should feel grateful."—See *Medical Press, Lancet, British Medical Journal, &c.*

CAUTION.—Genuine only with the fac-simile of Baron Liebig's Signature in Blue Ink across the Label. The title "Baron Liebig" and his photograph having been lately largely used by dealers having no connection with Baron Liebig, the public are hereby informed that the Liebig Company are the only manufacturers who are able to offer the article with Baron Liebig's guarantee of genuineness.

LIEBIG COMPANY'S EXTRACT OF MEAT.

To be had of all Storekeepers and Dealers throughout China.

LIEBIG'S EXTRACT OF MEAT CO., LD.

9, FENCHURCH AVENUE, LONDON, ENGLAND, [1175

ATKINSON'S ENGLISH PERFUMERY,

renowned for nearly a century, surpasses all others for its lasting and natural fragrance.

THREE GOLD MEDALS—

PARIS, 1878, CALCUTTA, 1884,

for pre-eminent excellence of quality.

Atkinson's Newest Perfumes

FAGRÆA & CYMBIDIUM

are of rare and peculiar fragrance, and being registered can be obtained only of the Inventors or their Agents

ATKINSON'S

CELEBRATED EAU DE COLOGNE

is unequalled for its strength and delightful odour. It far surpasses the numerous compounds sold under the same name

ATKINSON'S FLORIDA WATER

an exceptionally fine perfume for the handkerchief, distilled from the choicest exotics.

Of all Dealers, and of the Manufacturers—

J. & E. ATKINSON,

24, OLD BOND STREET, LONDON.

Trade Mark—A "White Rose" on a "Golden Lyre."

[A6—758

FOR SALE.

CALIFORNIAN FLOUR.

The Finest FLOUR, in the Market is STARR & Co.'s well known, best roller made

"DRAGON EXTRA."

STRENGTH AND COLOUR UNSURPASSED

TRY IT. [120

FOR SALE.

TRICHORD COTTAGE PIANOS,

COMPLETE IRON FRAMING and PATENT METAL PIN PIECE,

with all the latest improvements.

PRICE FROM $240,

Payable also by Monthly Instalments from 15 Dollars, if required.

W. POWELL & Co.

Hongkong, 1st January, 1886. [1772

FOR SALE.

CHAMPAGNE "MONOPOLE."

—HEIDSIECK & Co.—

MONOPOLE RED SEAL (medium dry).

Do. RED FOIL "SEC" (dry).

Do. GOLD FOIL "DRY" (extra dry).

CARLOWITZ & Co.,

Sole Agents for

HEIDSIECK & Co., REIMS,

For Hongkong, China, and the East.

Hongkong, 1st July, 1885. [1294

SQUARE BOTTLE WHISKY.

NAPIER JOHNSTONE'S BLEND,

Superb Quality,

CUTLER, PALMER & Co.'s SELECTION.

Apply to

LANE, CRAWFORD & Co.,

2310] Hongkong.

IF you want to buy

JAPANESE GOODS

at Reasonable Rates go to

CASSUMBHOY'S WAREHOUSE,

BEACONSFIELD ARCADE.

A vast Variety on View.

Also FURNITURE of all kinds, at Lowest Prices. [23

JOSEPH GILLOTT'S STEEL PENS.

GOLD MEDAL,

PARIS, 1878.

Sold by all Stationers and Dealers. [948

INSURANCES.

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED,

Is prepared to ACCEPT FIRST-CLASS RISKS at ½ %. nett per Annum, and other INSURANCES at Current Rates.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, 27th March, 1882. [744

IMPERIAL FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to GRANT POLICIES against FIRE to the extent of $50,000 on any one

FIRST-CLASS RISK.

RATES ON FIRST-CLASS GODOWNS REDUCED to ½ PER CENT. NETT PER ANNUM FROM THIS DATE.

GIBB, LIVINGSTON & Co.,

Agents,

Imperial Fire Insurance Company.

Hongkong, 9th May, 1881. [15

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.

A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, 26th July, 1872. [10

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

Hongkong, 1st January 1882. [14

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co.,

Agents.

Hongkong, 16th November, 1872. [11

THE MAN ON INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.

LUM SIN SANG, Esq.

BAN HUP, Esq. | YOW CHONG PENG, Esq.

CHAN LI CHOY, Esq. | Q. HOI CHUNE, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN,

Secretary.

HEAD OFFICE,

No. 2, Queen's Road West,

Hongkong, 14th March, 1881. [1781

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.

Hongkong, 20th May, 1881. [16

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.

Hongkong, 27th March, 1876. [9

PHŒNIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements ......at ½ / Nett per Annum.

On First-class Godowns, & Merchandise stored therein ......at ½ %. Nett per Annum.

On Coals ......at 1 %. Nett per Annum.

On Petroleum in licensed Godowns ......at 1½ %. Nett per Annum.

On First-class Chinese Tenements ......at 2 %. Nett per Annum.

On Second-class Chinese Tenements ......at 2½ %. Nett per Annum.

DOUGLAS LAPRAIK & Co.,

Agents for Phœnix Fire Office.

Hongkong, 5th August, 1881. [13

GENERAL LIFE AND FIRE ASSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES against FIRE AND LIFE at Current Rates.

PUSTAU & Co.

Hongkong, 1st April, 1885. [697

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.

ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1882. [997

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.

Hongkong, 5th November, 1883. [938

FIRE INSURANCE COMPANY, OF 1877, IN HAMBURG.

THE Undersigned, Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co.,

Agents.

Hongkong, 18th January, 1884. [184

SUMMER TIME TABLE.

THE KOWLOON FERRY.

STEAM-LAUNCH

"MORNING STAR"

Runs Daily as a Ferry Boat between PEDDAR'S WHARF and TSIM-TSA-TSUI at the following hours:—This Time Table will take effect from the 15th April, 1885.

WEEK DAYS. Leaves Kowloon	WEEK DAYS. Leaves Hongkong	SUNDAYS. Leaves Kowloon	SUNDAYS. Leaves Hongkong
6.00 A.M.	7.00 A.M.	6.00 A.M.	7.00 A.M.
8.00 "	8.30 "	7.30 "	8.00 "
8.50 "	9.00 "	9.00 "	10.15 "
9.40 "	*10.15 "	11.00 "	12.00 NOON.
*10.45 "	12.30 P.M.	12.30 P.M.	1.00 P.M.
12.45 P.M.	1.00 "	1.30 "	2.00 "
1.30 "	2.00 "	2.30 "	3.00 "
2.20 "	3.00 "	3.30 "	4.00 "
3.30 "	4.00 "	4.15 "	4.30 "
4.15 "	4.30 "	4.50 "	5.10 "
4.50 "	5.10 "	5.25 "	5.40 "
5.25 "	5.40 "	5.55 "	6.15 "
5.55 "	6.15 "	6.45 "	7.00 "
6.45 "	7.00 "	7.15 "	
7.15 "			

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages. [83

MAIL EXPECTED.

THE AMERICAN MAIL.

The O. & O. steamer *San Pablo*, with the next American mail, left Yokohama on the 15th, and may be expected here on or about the 21st inst.

STEAMERS EXPECTED.

The Union Line steamer *Cambodia* left Singapore on the 11th, and is due here on the 18th instant.

The Shire Line steamer *Glamorganshire* left Singapore on the 13th, and is due here on the 19th instant.

The steamer *Danish Monarch* left Singapore on the afternoon of the 13th, and is due here on the 19th instant.

The Austro-Hungarian Lloyd's steamer *Vorwaerts* left Singapore on the afternoon of the 16th, and is due here on or about the 22nd inst.

POST-OFFICE NOTICES.

When Correspondence has been mis-sent or delayed (both of which are liable to happen occasionally) all that the addressee need do is to note on the cover, *Sent to ——*, or *Received at 7 p.m.*, or as the case may be, and forward it, without any other writing whatever, to the Postmaster-General. This should be acted on the first time cause of complaint occurs; it is a mistake to let such matters pass for fear of giving trouble, a course which generally gives more trouble in the end.

LOCAL DELIVERY.—No delivery is attempted on board Ship, at the Peak, Kowloon, Aberdeen, &c., nor at any private house (even though named in the address) when there is a place of business nearer, at which delivery can be effected.

The Postal Guide for 1886, revised to date will be found in the *Daily Press Directory*, p. 385 large edition, p. 701 small edition. This is the only authorised complete Summary of Postal information published in Hongkong.

☞ The authorised List of Mails issued in connection with this paper is the one published twice each day in our Extra, which is always corrected to a much later hour than that given below.

A MAIL WILL CLOSE.

For Yokohama and Kobe.—Per *Massalia*, to-day, the 18th inst., at 9.30 A.M.

For Chefoo and Tientsin.—Per *Gerda*, to-day, the 18th inst., at 11.30 A.M.

For Amoy and Manila.—Per *Diamante*, to-day, the 18th inst., at 3.30 P.M.

For Saigon.—Per *Decima*, to-day, the 18th inst., at 4.30 P.M.

For Amoy and Shanghai.—Per *Antenor*, to-day, the 18th instant, at 5.00 P.M.

For Haifong.—Per *Saltee*, to-day, the 18th inst., at 5.00 P.M.

For Swatow, Amoy, and Foochow.—Per *Thales*, to-morrow, the 19th inst., at 8.30 A.M.

For Kobe and Yokohama.—Per *Antonio*, on Tuesday, the 21st inst., at 3.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per *Tehran*, on Saturday, the 25th inst., at 2.00 P.M.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *City of Peking* will be despatched on THURSDAY, the 23rd inst., with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 P.M., Registry ceases.

2.30 P.M., Post Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

The Post Office declines all responsibility for Unregistered Letters containing Jewellery, &c., and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE BRITISH PACKET.

The British Contract Packet *Brindisi* will be despatched on FRIDAY, the 24th September, with Mails for the United Kingdom, Europe and countries beyond, *via Brindisi*; to the Straits Settlements, Netherlands India, Burmah, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

The Post Office declines all responsibility for Unregistered Letters containing Bank Notes, coin, or Jewellery, and, where Registration has been neglected, will make no enquiries into alleged losses of such letters.

MAILS BY THE FRENCH PACKET.

The French Contract Packet *Yangtsé* will be despatched on THURSDAY, the 30th instant, with Mails for the United Kingdom, Europe, and places beyond, *via Naples*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichéry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

ANTONIO, Brit. str., Wallace.—Russell & Co.

BENJAMIN SEWALL, Amr. sh., Ulmer.—Pustau & Co.

CARISBROOKE, Brit. str., R. Cass.—Douglas Lapraik & Co.

DAFILA, Brit. str., Mooney.—Wieler & Co.

DON ENRIQUE, Brit. sh., B. Cremor.—Carlowitz & Co.

DORIS, Ger. str., Zerrahn.—Wieler & Co.

F. B. FAY, Amr. bk., Pettigrove.—Order.

IMPORTER, Amr. bk., Bessels.—Melchers & Co.

INDIA, Amr. ship, Nist.—Arnhold, Karberg & Co.

MASSALIA, Ger. str., Petersen.—Siemssen & Co.

METAPEDIA, Brit. str., Purvis.—Russell & Co.

PEKING, Ger. str., Heuermann.—Siemssen & Co.

QUARTA, Ger. str., T. T. Kock.—Ed. Schellhass & Co.

ROSAMOND, Brit. str., Mortleman.—Gibb, Livingston & Co.

STRATHEDEN, Brit. str., Hutton.—Order.

TANTALLON, Brit. str., Partrige.—Takasima Colliery.

FOR SALE.

CHAS. HEIDSIECK'S CHAMPAGNE, 1880, WHITE SEAL.

$21 .... per case of 1 dozen quarts.

$22 .... per case of 2 dozen pints.

PAUL DUBOIS & Co.'s

CLARET, GRAND VIN LEOVILLE.

$25 .... per case of 1 dozen quarts.

CLARET, CHATEAU LAROSE.

$13 .... per case of 1 dozen quarts.

$14 .... per case of 2 dozen pints.

PONTET CANET.

$9.50 .... per case of 1 dozen quarts.

PALMER MARGAUX.

$7.50 .... per case of 1 dozen quarts.

$8.50 .... per case of 2 dozen pints.

LORMONT.

$5 .... per case of 1 dozen quarts.

JOHN WALKER & SONS'

OLD HIGHLAND WHISKEY.

$8 .... per case of 1 dozen bottles.

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Hongkong, 1st January, 1884. [19

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SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Ægean	July 9	Thomas	Brit. str	750	Arnhold, Karberg & Co	
Alwine	Sept. 12	P. Moos	Ger. str	400	Chinese	Canton
Amatista	Jan. 31	—	Brit. str	522	Russell & Co	
Antenor	Sept. 17	Freeman	Brit. str	1376	Butterfield & Swire	Shanghai
Antonio	Aug. 26	Wallace	Brit. str	1283	Russell & Co	Yokohama
Carisbrooke	Sept. 12	R. Cass	Brit. str	973	Douglas Lapraik & Co	Taiwanfoo
China	Sept. 13	P. Haye	Ger. str	1009	Siemssen & Co	
City of Peking	Sept. 7	Dearborn	Amr. str	5079	P. M. S. S. Co	S. Francisco
Clara	Sept. [illegible]	Christensen	Ger. str	674	Siemssen & Co	
Clieveden	Sept. 14	Thos. Gibb	Brit. str	1114	Chinese	
Dafila	May 29	Jas. Mooney	Brit. str	552	Wieler & Co	
Danube	Sept. 11	Anderson	Brit. str	561	Yuen Fat Hong	Bangkok
Decima	Aug. 30	P. Oestmann	Ger. str	988	Siemssen & Co	
Diamante	Sept. 16	McCaslin	Brit. str	514	Russell & Co	Manila
Drachenfels	Sept. 13	C. Taree	Ger. str	1559	Melchers & Co	
Fero	Aug. 19	P. Sorensen	Ger. str	754	Siemssen & Co	
Galveston	Sept. 16	W. Chater	Brit. str	1301	Arnhold, Karberg & Co	
Glenogle	Sept. 17	J. S. Hogg	Brit. str	2000	Jardine, Matheson & Co	London
Hankow	—	Lloyd	Brit. str	2235	Butterfield & Swire	Canton
Honam	—	T. Bonning	Brit. str	1344	H. C. & M. Steamboat Co	Canton
Iduna	Sept. 17	N. Emke	Ger. str	297	A. R. Marty	
Kinkiang	—	A. H. Benning	Brit. str	1061	H. C. & M. Steamboat Co	Macao
Kwang-lee	Sept. 14	Andrew	Chi. str	1508	C. M. S. N. Co	
Marie	Sept. 16	Hohlmann	Ger. str	704	Wieler & Co	
Massalia	Sept. 12	G. Petersen	Ger. str	1263	Siemssen & Co	Hiogo
Menmuir	Sept. 9	P. Helms	Brit. str	1217	Russell & Co	Australia
Metapedia	Sept. 13	Purvis	Brit. str	1451	Russell & Co	
Normanton	Sept. 16	Drake	Brit. str	1533	Siemssen & Co	
Partridge	July 24	Stavers	Brit. str	254	Gibb, Livingston & Co	Pakhoi
Pasig	—	—	Brit. str	284	Chinese	Canton
Pilot Fish	—	Stopani	Brit. tug	161	H. & W. Dock Co.	
Powan	—	J. B. Lefavour	Brit. str	1842	H. C. & M. Steamboat Co	Canton
Prins Alex.	Sept. 16	Eckert	Ger. str	1911	Russell & Co	
Propontis	Sept. 16	G. Heasley	Brit. str	1387	Arnhold, Karberg & Co	
Protos	Sept. 12	Sorensen	Ger. str	1093	Siemssen & Co	
Quarta	Sept. 3	Kock	Ger. str	773	Ed. Schellhass & Co	
Rosamond	Aug. 31	Mortleman	Brit. str	462	Gibb, Livingston & Co	
Saltee	Sept. 17	Lerede	Fr. str	323	A. R. Marty	
Stratheden	Sept. 12	Wm. Hutton	Brit. str	931	Order	
Taiwan	Sept. 16	T. H. Clegg	Brit. str	1109	Buttrefield & Swier	
Thales	Sept. 14	F. D. Goddard	Brit. str	820	Douglas Lapraik & Co	East Coast
Tientsin	Sept. 12	Quail	Brit. str	682	Butterfield & Swire	Tientsin
Velox	Sept. 11	Kallsen	Ger. str	636	Ed. Schellhass & Co	
Vorwaerts	Sept. 14	Bruhn	Ger. str	612	Wieler & Co	
Wah Yeung	Nov. 30	Y. Witt	Brit. str	313	Shing Kee	Canton
Welle	Sept. 14	E. Piper	Ger. str	395	Wieler & Co	
White Cloud	—	S. W. Goggin	Brit. str	852	H. C. & M. Steamboat Co	Canton

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Alex. McNeil	July 17	G. W. David	Amr. sh	1088	Russell & Co	New York
Annie	Aug. 30	Kroncke	Ger. bk	421	Wieler & Co	
Annie H. Smith	July 11	Brown	Amr. sh	1452	Siemssen & Co	New York
A. W. Weston	July 20	Wm. Duncan	Amr. bk	703	Russell & Co	New York
Benj. Sewall	July 23	Ulmer	Amr. sh	1362	Pustau & Co	New York
Billy Simpson	Sept. 17	Brown	Brit. bk	431	Captain	
Breeze	Feb. 25	Robinson	Brit. yacht	24	Order	
Cosmo	July 2	Bennett	Brit. bk	1220	Ed. Schellhass & Co	Hamburg
Erminia C.	Sept. 2	O. Rocca	Ital. bk	542	D. Musso & Co	
Fortune	Aug. 25	Soderstrom	Siam. bk	447	Chinese	
Francis B. Fay	Aug. 4	Pettigrove	Amr. bk	887	Order	
Galatea	Aug. 1	Wm. Colville	Brit. sh	1694	Melchers & Co	S. Francisco
Geo. Curtis	Aug. 25	Sproul	Amr. sh	1746	Siemssen & Co	New York
Grandee	Aug. 23	P. H. Evans	Amr. sh	1254	Melchers & Co	
Harvester	Aug. 26	Taylor	Amr. sh	1428	Order	
Hydra	Aug. 30	C. Bing	Ger. bk	785	Gonsalves & Co	Honolulu
India	July 2	J. L. Nich	Amr. sh	1230	Carlowitz & Co	New York
J. D. Peters	June 10	Lane	Amr. bk	1035	Pustau & Co	New York
J. H. Bowers	June 18	J. A. Plam	Amr. bk	697	Gonsalves & Co	Honolulu
Lorna Doone	Sept. 4	J. Lynn	Brit. bk	366	Arnhold, Karberg & Co	
Mount Lebanon	Aug. 23	H. Nelson	Am. sch	530	Chinese	
Rapid	Aug. 14	Steintring	Siam. bk	429	Chinese	
Ribston	Sept. 11	Jas. Neaul	Brit. bk	397	Jardine, Matheson & Co	
R'lving Light	July 17	Durkee	Brit. sh	1319	Carlowitz & Co	New York
Sta. Filomena	Sept. 17	Mendigurren	Span. sch	148	Chinese	
T. F. Oakes	Aug. 15	J. B. Clift	Amr. sh	1896	Russell & Co	S. Francisco
Troubadour	Aug. 22	H. Gabre	Ger. sch	195	Ed. Schellhass & Co	
Wan. Minstrel	April 14	J. J. Hudson	Brit. sch	364	Arnhold, Karberg & Co	
Wildwood	Sept. 6	C. A. Sawyer	Amr. bk	1099	Order	
Zouave	July 2	R. C. Soper	Amr. sh	1150	Arnhold, Karberg & Co	London

MACAO.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Kiang-ping	—	Holmes	Chi. str	360	C. M. S. N. Co	
Kiungchow	—	J. P. Hoyland	Brit. str	288	H. C. & M. Steamboat Co	Canton
Recorder	May 28	J. H. Dutton	Brit. str	—	Order	

WHAMPOA.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Gerda	Sept. 15	C. Erichsen	Ger. str	340	Siemssen & Co	
Hangchow	Sept. 15	Robinson	Brit. str	999	Butterfield & Swire	
Oceanic	July 18	Metcalfe	Brit. str	1808	O. & O. S. S. Co	S. Francisco
Olympia	Sept. 9	P. Moller	Ger. str	783	Siemssen & Co	
Yangtsze	Sept. 15	Schultz	Brit. str	814	Siemssen & Co	

CANTON.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Ch'ron Kamrye	July 25	Krag	Siam. bk	489	Chinese	
Falcon	June 23	Jorgensen	Siam. bk	359	Chinese	

SWATOW.

IN PORT ON 2ND SEPTEMBER, 1886.

STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Falkenburg		W. Dreyer	Ger. str	988	Lauts & Haesloop	Nagasaki
Loire Inferieure	Aug. 2	Pillivuyt	Fr. str	752	Lauts & Haesloop	
Lorne		Hunter	Brit. str	1035	Lim Yam Sing	Singapore
Vortigern		J. Brown	Brit. str	876	Bradley & Co	Saigon

AMOY

IN PORT ON 13TH SEPTEMBER, 1886

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Carl Bohn	Aug. 22	F. Eichmann	Ger. sch	262	Pasedag & Co	
Caroline	Sept. 7	D. Brun	Nor. bk	329	Pasedag & Co	
Christian	Aug. 30	M. Garms	Ger. sch	250	H. A. Petersen & Co	
Claro Babuyan	Sept. 1	W. Brown	Brit. bk	389	Pasedag & Co	
Daniel	Sept. 8	P. Vogt	Ger. bk	416	Pasedag & Co	
Else	Sept. 1	E. Schwartz	Ger. bg	287	Pasedag & Co	
Emilie	Sept. 7	T. Torp	Nor. bk	806	H. A. Petersen & Co	
Francisca	Aug. 21	Gontard	Ger. bk	368	H. A. Petersen & Co	
Guaymas	Sept. 7	Krag	Ger. bk	311	H. A. Petersen & Co	
Hei-Cheong	Sept. 6	R. Milne	Brit. bk	325	H. A. Petersen & Co	
Johann Carl	Sept. 7	J. Boysen	Ger. sch	144	Pasedag & Co	
John Potts	Sept. 7	Cargill	Brit. bk	317	Boyd & Co	
Koon Lee	Sept. 8	Hansen	Siam. sch	243	H. A. Petersen & Co	
L'Avvenire	Aug. 25	C. Rogers	Brit. sch	351	H. A. Petersen & Co	
Louise	Sept. 7	Holm	Ger. sch	230	H. A. Petersen & Co	
Oscar Mooyer	Sept. 7	Johannsen	Ger. bk	360	H. A. Petersen & Co	
Sin Kelga	Sept. 3	O. Olin	Brit. bk	541	H. A. Petersen & Co	
Sooloo	July 12	J. Baikie	Brit. bk	473	H. A. Petersen & Co	
Therese	Sept. 7	Lorenzen	Ger. bk	391	H. A. Petersen & Co	

FOOCHOW.

IN PORT ON 13TH SEPTEMBER, 1886

STEAMERS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Fu-yew	Sept. 10	Boswell	Chi. str	930	C. M. S. N. Co	
Kaisow	Sept. 11	Thomson	Brit. str	1935	Purdon	

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Leander	Aug. 20	Hamilton	Brit. sh	818	Wm. L. Hunter	
Loong Wha	Sept. 8	Lord	Brit. sch	374	R. Lowe	
Perle	Sept. 1	O'Brien	Brit. bk	401	Master	

SHANGHAI.

IN PORT ON 11TH SEPTEMBER, 1886

STEAMERS (EXCLUSIVE OF RIVER CRAFT).

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Brindisi	Aug. 30	Adamson	Brit. str	3542	P. & O. S. N. Co	
Elbe	Sept. 9	C. S. Sass	Ger. str	755	Siemssen & Co	
Glengarry	Sept. 5	Taylor	Brit. str	1956	Jardine, Matheson & Co	
Hasting	Sept. 6	Patterson	Chi. str	1099	C. M. S. N. Co	
Hever	Aug. 19	Dethlefsen	Ger. str	388	Siemssen & Co	
Hoihow	Sept. 8	Gyles	Brit. str	980	Butterfield & Swire	
Lohang	Sept. 10	Goodfellow	Brit. str	1048	Butterfield & Swire	
Ingeborg	June 29	Kleffel	Brit. str	437	Russell & Co	
Kent	July 2	Mitchell	Brit. str	1620	Adamson, Bell & Co	
Kiangteen	July 20	Pratt	Chi. str	1368	C. M. S. N. Co	
Marcia	Aug. 13	Gardoqui	Brit. str	1060	Siemssen & Co	
Meefoo	Aug. 1	Petersen	Chi. tran	1338	—	
Nanzing	Sept. 6	Peters	Brit. str	808	Jardine, Matheson & Co	
Ningpo	Aug. 1	D'Erville	Brit. str	791	Siemssen & Co	
Port Jackson	Sept. 6	G. H. Huddy	Brit. str	2600	Adamson, Bell & Co	
Prometheus	Sept. 8	Webster	Brit. str	1538	Butterfield & Swire	
Store Nordiske	Sept. 9	Hildebrandt	Dan. str	595	G. N. Telegraph Co	
W. C. de Vries	July 11	Smith	Brit. str	669	McBain	
Yangtse	Sept. 10	Lormier	Fr. str	2424	Messageries Maritimes	

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Adam W. Spies	Aug. 1	Field	Amr. bk	1171	W. Hewett & Co	
Albania	July 24	Brownell	Brit. sh	1438	Melchers & Co	
Alma	July 25	Sorensen	Nor. bk	754	M. B. Kaishia	
Ariel	Aug. 29	Schwinge	Nor. sh	981	C. & J. Trading Co	
Charley	Aug. 26	Holdt	Brit. bk	859	Nils Moller	
Chibaya Maru	Sept. 8	Murray	Jap. bk	441	M. B. Kaishia	
Chingtah	Sept. 11	—	Chi. bk	456	H. M. Schultz	
Colombo	July 19	Nudenfuhr	Chi. bk	1642	Butterfield & Swire	
Cutty Sark	June 24	Woodget	Brit. bk	648	W. Hewett & Co	
Dan. I. Tenney	June 23	Wilson	Amr. sh	1633	Russell & Co	
Hammonia	Aug. 23	Kronckle	Ger. bk	400	W. Hewett & Co	
Helena	Aug. 19	Hansen	Brit. bk	536	Adamson, Bell & Co	
Hikaku Maru	Aug. 16	Hamada	Jap. sch	96	Nippon Yusen Kaishia	
Hilda	July 17	Jensen	Brit. sch	306	Nils Moller	
John C. Potter	Sept. 1	Curtis	Amr. sh	1182	Pustau & Co	
John R. Sayre	Aug. 6	Rouse	Brit. sh	1547	Russell & Co	
Marie	Aug. 6	Molsen	Brit. str	789	Chinese	
Nardoo	Aug. 20	Walden	Brit. bk	379	Morris & Co	
Naupactus	Sept. 1	Sanders	Brit. sh	1399	Melchers & Co	
Ran	Aug. 28	Kittlesen	Nor. bk	794	Jardine, Matheson & Co	
Rembrandt	Sept. 1	Paine	Amr. sh	1348	Fearon, Low & Co	
Rich. P. Buck	Aug. 25	Carver	Amr. sh	1191	Jardine, Matheson & Co	
Rufus E. Wood	Aug. 11	Boyd	Amr. sh	1405	Pustau & Co	New York
Sarmatian	April 27	Keenly	Brit. bk	1198	Frazar & Co	
Sea Swallow	July 27	Maher	Brit. bk	332	Lewis & Hopkins	
Sulitjelma	Aug. 31	[illegible]	Brit. bk	604	Jardine, Matheson & Co	
Sunrise	Aug. 18	Tibbits	Amr. sh	1151	Russell & Co	
W. Siegfried	July 10	Mitchell	Brit. bk	393	Nils Moller	

NAGASAKI.

IN PORT ON 4TH SEPTEMBER, 1886.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Kosaki Maru	—	Christensen	Barque	400	Nippon Yusen Kaishia	
Mary Steward	Aug. 28	Thomsen	Brit. bk	484	Holme, Ringer & Co	

KOBE.

IN PORT ON 7TH SEPTEMBER, 1886.

STEAMERS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Galley of Lorne	Sept. 1	Pomroy	Brit. str	1380	Smith, Baker & Co	
Hiogo Maru	Sept. 5	Jones	Jap. str	864	Nippon Yusen Kaishia	
Travancore	Sept. 3	Logan	Brit. str	1119	Smith, Baker & Co	

SAILING VESSELS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Eudora	July 10	Folton	Brit. bk	1143	C. & J. Trading Co	
Lalla	Aug. 8	P. Le Blanc	Brit. bk	1099	R. Isaac & Bros.	
Mabel Taylor	Aug. 22	Durkel	Brit. sh	1298	Meyer & Co	
Queen Emma	Jan. 6	—	Brit. bk	314	Walsh, Hall & Co	
Snow & Burgess	Aug. 29	Brown	Amr. sh	1655	Fearon, Low & Co	
Tametomo M.	Sept. 5	—	Jap. bk	—	Nippon Yusen Kaishia	

YOKOHAMA.

IN PORT ON 4TH SEPTEMBER, 1886

STEAMERS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Breconshire	Aug. 31	Waung	Brit. str	1648	Adamson, Bell & Co	
Lennox	Aug. 28	J. Thearle	Brit. str	1327	Adamson, Bell & Co	
Meiji Maru	July 3	Allen	Jap. str	1010	Lighthouse Department	
Menzaleh	Aug. 26	Benois	Fr. str	1273	Messageries Maritimes	
Oxfordshire	Sept. 8	C. P. Jones	Brit. str	999	Smith, Baker & Co	
S. of Gibraltar	Aug. 25	J. Dewar	Brit. str	1291	Fraser, Farley & Co	

SAILING VESSELS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Ada	Sept. 4	Pyne	Brit. sch	65	F. E. White	
Archimede	Nov. 17	Walker	Brit. sh	1050	Master	
Beatrice	Aug. 11	Williams	Brit. sch	66	Captain	
Sylgia	July 31	Weiss	Ger. bk	333	Captain	
Carrie Delap	Aug. 23	Lewis	Brit. bk	1109	Frazar & Co	
Favonius	Aug. 28	Dunham	Brit. sh	1526	C. & J. Trading Co	
Honauwar	July 8	G. Smith	Brit. sh	1619	C. & J. Trading Co	New York
Republic	Aug. 29	A. F. Smith	Amr. sh	1293	Frazar & Co	
Utrecht	Aug. 27	Utecht	Dut. sh	1591	C. & J. Trading Co	
Wildwood	Aug. 9	Saunders	Brit. sh	1548	Isaacs & Bro.	

MANILA.

IN PORT ON 11TH SEPTEMBER, 1886

STEAMERS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Diamante	Sept. 9	McCaslin	Brit. str	514	Peele, Hubbell & Co	
Don Juan	Sept. 11	Marques	Span. str	654	F. Roxas	
Euphemia	Sept. 9	Phillips	Brit. str	1373	Macleod & Co	
Prins Leopold	Aug. 3	Kubarth	Ger. str	1183	Ker & Co.	
Isla de Luzon	Aug. 31	Mendezona	Span. str	2580	Comp. Gen. de Tabacos	
Saigon	Sept. 9	[illegible]tesse	Fr. str	756	M. Henry	
Salvadora	Sept. 6	Lecea	Span. str	638	J. Reyes & Co	

SAILING VESSELS.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Adelina	June 17		Ger. bk	530	C. Fressel & Co	
Farragut	Aug. 9	Hardwick	Amr. sh	1476	Peele, Hubbell & Co	
Invincible	June 2		Amr. sh	1394	Macleod & Co	New York
J. M. Clerk	Sept. 9	Conant	Brit. bk	689	W. F. Stevenson & Co	
John Macleod	Aug. 20	Stuart	Brit. sh	1525	Smith, Bell & Co	S. Francisco
Lord Lytton	Aug. 3		Brit. sh	1287	Order	
M. L. Cushing	July 27		Amr. sh	1575	Peele, Hubbell & Co	New York
Panay	June 1		Amr. sh	1131	Ker & Co	U. States
Stephan	Aug. 20	Merzenich	Ger. sh	1266	Smith, Bell & Co	
Tarapaca	Sept. 6	Graham	Brit. bk	495	E. F. Ongpin	

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IN PORT ON 29TH AUGUST, 1886

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Annapolis	Aug. 12	Bataby	Brit. bk	913	Peele, Hubbell & Co	U. States
Austria	Aug. 12		Brit. bk	1105	Peele, Hubbell & Co	U. States
Catharina	Aug. 15		Dut. bk	1014	Smith, Bell & Co	U. States
Michele A.	Aug. 13		Ital. bk	708	Cassel & Co	U. States
Sooloo	Aug. 20		Amr. sh	914	Ker & Co	
Sovereign	July 25		Brit. sh	1192	Luchsinger & Co	U. States
Sta. Filomena	Aug. 11		Span. sch	448	Perez & Loha	Hongkong
T. Tarabochia	July 2		Aust. bk	829	Ker & Co	U. States
V. de Rivadavia	Aug. 5		Span. sch	274	Jones & Keyser	Hongkong

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IN PORT ON 28TH AUGUST, 1886.

VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Furness Abbey	July 30		Amr. bk	1044	Smith, Bell & Co	New York

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

NAME.	RIG	GUNS	H.P.	CAPTAIN.	WHERE AT
Audacious	double-screw iron frigate	14	4830	Captain R. H. Harris	Chefoo
Champion	corvette	14	2340	Captain Powlett	Nagasaki
Cleopatra	corvette	14	2610	Capt. L. C. Keppel	Nagasaki
Cockchafer	gunboat	4	470	Lt.-Com. Boteler	Nagasaki
Constance	corvette	14	2590	Capt. S. H. P. Dacres	Port Hamilton
Daring	composite sloop	4	920	Com. Ed. H. M. Davis	Singapore
Esk	double-screw gunboat	3	340	In reserve	Hongkong
Espoir	gunboat	4	455	Lieut.-Com. Adams	Hongkong
Firebrand	composite gunboat	4	460	Lieut.Com. Dickson	Nagasaki
Flying Fish	sloop	4	840	Capt. J. F. L. P. Maclear	Cruising
Heroine	corvette	8	1470	Capt. C. J. Balfour	Hongkong
Leander	cruiser	10	5000	Martin J. Dunlop	Nagasaki
Linnet	gunboat	3	1050	Com. W. H. Marrack	Nagasaki
Merlin	composite gunboat	4	430	Lt.-Com. R. B. O. Brenton	Tientsin
Midge	double-screw gun-vessel	4	470	Com. Robilliard	Foochow
Rambler	composite gun-vessel	3	670	Com. W. Usborne Moore	Foochow
Sapphire	corvette	12	2360	Capt. R. G. Kinahan	Nagasaki
Satellite	corvette	8	1400	Captain A. H. Alington	Singapore
Swift	double-screw gun-vessel	5	1010	Commander Bromley	Nagasaki
Tweed	double-screw gunboat	3	340	In Reserve	Hongkong
V. Emanuel	receiving ship	20	—	Commodore Morant	Hongkong
Vigilant	paddle despatch-vessel	2	1330	Lieut.-Com. Hoskyns	Hongkong
Wanderer	composite sloop	3	750	Com. O. Churchill	Port Hamilton
Wivern	turret ironclad	4	1450	In Reserve	Hongkong
Zephyr	gunboat	4	530	Lt.-Com. C. K. Hope	Singapore

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE AT
Abreck	Russian gunboat	7	300	Captain Schanz	Vladivostock
Aspic	French gunboat	4	—	Captain Rupé	Amoy
Bismarck	German frigate	20	2500	Captain Kuhn	Chefoo
Carola	German corvette	—	—	Captain Aschmann	Chefoo
Chasseur	French gunboat	—	—	Captain Le Gorree	Chefoo
Comete	French gunboat	—	—	Captain Noirot	Haiphong
Djigit	Russian gunboat	—	—	Captain Muller	Vladivostock
Elisabeth	German corvette	21	2100	Comd. Schering	Singapore
Ermak	Russian transport	4	80	Captain Koltchan	Vladivostock
General Lezo	Spanish gunboat	—	—	Capt. F. Bastarreche	Hongkong
Gorniostai	Russian gunboat	6	80	Commander Stark	Vladivostock
Hugon	French corvette	—	—	Comdr. C. Touchard	Tourane
Iltis	German gunboat	4	340	Lieut.-Com. Hofmeir	Swatow
Kraysser	Russian cruiser	8	250	Captain Ostolopoff	Petropolski
La Clocheterie	French corvette	16	450	Captain de Barbeyrac	Yokohama
Marion	American corvette	—	—	Com. M. Miller	Shanghai
Marq. del Duero	Spanish gunboat	—	—	Capt. Jose Cano Manad	Hongkong
Monocacy	American gunboat	6	750	Com. F. J. Higginson	Hongkong
Morgre	Russian gunboat	7	80	Commander Moltsoff	Korea
Nautilus	German gunboat	4	1600	Captain Rötger	Chefoo
Nautilus	Austrian gunboat	—	—	Captain Spetzler	Kobe
Nerpa	Russian gunboat	7	80	Commander Valrondt	Vladivostock
Olga	German corvette	—	—	Captain Sendemann	North
Omaha	American corvette	11	—	Captain T. O. Selfridge	Shanghai
Ossipee	American corvette	8	800	Capt. J. J. McGlinsey	Jenchuan
Palos	American gunboat	6	500	Lieut.-Com. T. Nelson	Canton
Primauguet	French corvette	17	550	Captain M. Buge	Hakodate
Rapido	Italian cruiser	5	350	Captain Cravosio	Korea
Rio Lima	Portuguese gunboat	4	100	Capt. Rafael d'Andrade	Macao
Sagittaire	French gunboat	4	100	Commander Krantz	Chefoo
Seevooch	Russian cruiser	13	—	Captain Surief	Shanghai
Sobol	Russian gunboat	7	80	Commander Boyle	Vladivostock
Tamega	Portuguese gunboat	—	—	Capt. Avila	Hongkong
Tongous	Russian gunboat	—	—	Commander Heck	Vladivostock
Trenton	American frigate	14	3000	Captain Phythian	Singapore
Turenne	French frigate	14	4550	Captain Dupuis	Korea
Velasco	Spanish corvette	—	—	E. F. Butrau	Hongkong
Vipère	French gunboat	4	100	Captain de la Peyrère	Yokohama
V. Monomach	Russian frigate	20	—	Captain Hiltebrandt	Korea
Vostock	Russian gunboat	4	—	Commander Molchousky	Vladivostock
Wolf	German gunboat	—	—	Captain Jaeschke	North

CANTON GUNBOAT SQUADRON.

NAME.	FLAG AND RIG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
An-lan	Viceroy's gunboat	7	450	265	Lim-kwok-chung	Hongkong
Chee-hing	Revenue cruiser	2	80	20	Chinese	—
Chian-jui	Revenue cruiser	2	80	17	do.	—
Chian-to	Viceroy's gunboat	7	450	265	J. Stewart	Hongkong
Chop-chung	Viceroy's gunboat	5	500	300	Chinese	Canton
Chop-sai	Viceroy's gunboat	8	320	200	do.	Canton
Hai-chong-ching	Viceroy's gunboat	4	320	200	do.	—
Hai-king-ching	Viceroy's gunboat	3	450	310	do.	Hongkong
Hoi-tung-hung	Viceroy's gunboat	3	350	200	do.	Canton
Lien-chi	Viceroy's gunboat	3	20	150	do.	—
Peng-chao-hai	Revenue cruiser	4	800	500	do.	Hongkong
Quang-on	Viceroy's gunboat	3	150	100	do.	Canton
San-hing	Viceroy's gunboat	3	150	135	do.	—
Tching-on	Viceroy's gunboat	3	150	100	do.	—
Tching-po	Viceroy's gunboat	3	150	100	do.	—
Tchun-tung	Viceroy's gunboat	3	170	170	do.	—

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